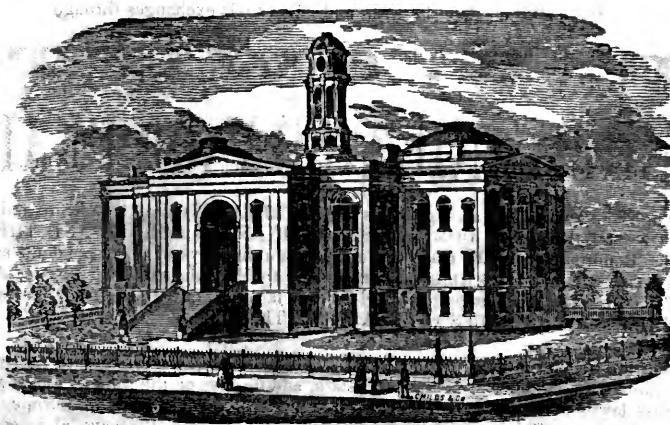


THE
RAIL-ROADS,
HISTORY AND COMMERCE
OF
CHICAGO.



COOK COUNTY COURT HOUSE.

SECOND EDITION OF 5,000.

THREE ARTICLES PUBLISHED IN THE DAILY DEMOCRATIC PRESS.

CHICAGO, ILLINOIS:

DEMOCRATIC PRESS JOB AND BOOK STEAM PRINTING OFFICE, 45 CLARK ST.

1854.

REES & KERFOOT, LAND AGENTS, REAL ESTATE AND STOCK BROKERS,

48 Clark Street, - - - Chicago, Illinois.

Make all their deposits with, and effect their exchanges through

R. K. SWIFT, BANKER AND EXCHANGE DEALER,

And through him have made arrangements for the REMITTANCE of FUNDS to and from ALL PARTS OF THE BRITISH DOMINIONS, CONTINENTAL EUROPE AND THE UNITED STATES. Remittances may be made through him and his several Correspondents as published in his card, (page 73,) and thus REES & KERFOOT offer their services to PERSONS OF ALL CLASSES AND COUNTRIES, pledging themselves to a faithful discharge of their duties in making INVESTMENTS IN OR SALES OF REAL ESTATE.

*** For the benefit of non-residents of the United States, R. & K. beg to say, that, by the laws of Illinois, Foreigners can hold Real Estate, and dispose of the same. Lands as beautiful as the grass lawns of England, or the cultivated fields of the continent of Europe, can be purchased contiguous to Chicago and on the lines of her numerous Railways, at prices, per acre, ranging from five shillings to four pounds sterling. In order that the public may fully understand the confidence that is entertained in the permanent and increasing value of Real Estate in Chicago and vicinity, R. & K. will undertake to guarantee a rise of from six to ten per cent per annum, (which from experience they know to be a safe estimate,) dependent upon the rate of commission given and received for such insurance—this guarantee to hold only where expressly stipulated, and to stand only for such length of time as may be agreed upon by them.

GREENE'S SOUTH BRANCH ADDITION TO CHICAGO.

Rees & Kerfoot beg leave to call particular attention to this Property lying wholly within the limits of the city, and having upwards of 5,000 feet of River front, and which has lately been subdivided and placed in Market.

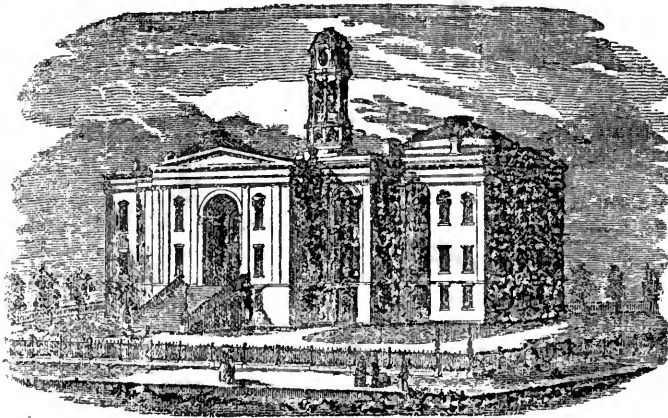
It offers to persons desiring to establish MANUFACTURES opportunities which can be enjoyed in no other part of the city. Situated, as its title indicates, on the South Branch of the Chicago River, it lies immediately between the heart and center of business, and the point of the City at which the Illinois and Michigan Canal connects with the Chicago River. It is thus evidently the site of the MANUFACTURING DISTRICT of the city.

Lumber, Coal, Iron, and all materials, with manufactured articles can be most conveniently received at and discharged from this point by Lake, Canal, Railroad and Teams.

Property for ACTUAL USE will be sold at reasonable prices and on terms to suit the means and convenience of purchasers for such purpose.

(SEE PAGES 72 AND 73.)

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1854.

MILWAUKEE AND FOND DU LAC R. R.

A road is chartered, and, if we mistake not, it is under contract from Milwaukee to Fond du Lac, a distance of about sixty miles. It runs through a fine portion of Wisconsin, and while it will mainly benefit Milwaukee, it will be of great advantage also to Chicago, as it will place us in direct railroad communication with Lake Winnebago, and will doubtless bring a large trade to this city.

RACINE AND BELOIT RAILROAD.

The city of Racine is mainly interested in the construction of this road; but it will act as an important feeder to the Chicago and Milwaukee Road, and open to this city the trade of some of the finest counties in the State of Wisconsin. It has been surveyed, and, we believe, is under contract. The distances from Racine to Beloit is about sixty-five miles.

The next trunk road west of the Milwaukee, or Lake shore line, is the

ILLINOIS AND WISCONSIN R. R.

HON. WM. B. OGDEN, *President.*

HENRY SMITH, *Vice President.*

A. S. DOWNS, *Secretary.*

W. S. GURNEE, *Treasurer.*

S. F. JOHNSON, *Superintendent.*

This is one of the most important roads leading into the city. It is of the broad, or six feet gauge. It is now finished and cars running upon it, thirty-two miles to Deer Grove. The grading is nearly done to Janesville, Wisconsin, eighty-eight and a half miles, and it is to be completed to that city by the first of July next. It is to run on nearly an air line, and passes through one of the richest agricultural portions of Illinois and Wisconsin. Without speaking of its branches and continuations, it is safe to say, that the business of the country through which it passes would furnish a fair dividend to the stockholders. The section of country in the vicinity of the road is well worthy the attention of settlers, as unoccupied lands of excellent quality can be had at from two to ten dollars per acre, according to the distance they are from a town or station, and improved lands at from five to twenty dollars. On this road there will be, on the first day of May next, two passenger trains and one freight train, per day. The road has two, and virtually three branches, although one of them is to be built under a separate charter.

FOND DU LAC BRANCH.

This road is to extend from Janesville to Fond

du Lac, about seventy-eight miles. It is under contract, and will probably be completed in all during the year 1855. It passes through the counties of Rock, Jefferson, Dodge and Fond du Lac, and will bring us the trade and travel of the very heart of Wisconsin. The section is rich in agricultural resources, and its trade is a prize well worthy of the attention it has received from our enterprising merchants and business men.

MADISON BRANCH.

The distance from Janesville to Madison is thirty-five miles. This branch is also under contract, and is to be completed within the present year. At Madison the road will meet two other roads; but it does not become us to say in this article whether they should be spoken of as extensions of this road, or of the Beloit and Madison extension of the Galena Road, soon to be noticed. We presume the gauge has not yet been fully determined. But before speaking of the roads running northwest of Madison, we notice the road running from Janesville to Dubuque, Iowa. It is called the

SOUTHERN WISCONSIN RAILROAD.

This road is to be of the six feet gauge, and is in fact, we believe, part and parcel of the Illinois and Wisconsin. It passes through the counties of Rock, Green, Lafayette and Grant—the very heart of the lead region. It is universally conceded that there is not in the wide world a section of country so rich in this mineral; and none that yields so cheaply its treasures to the labors of the miner. This road will at once make Chicago as much, if not more, of a mart for the purchase of lead than our sister city of Galena, thus adding another important element to the sources of our wealth and prosperity.

But this is not all. We have never seen better land, or a section more admirably adapted to agricultural pursuits, than that through which this road passes. Most of it is high rolling prairie; but occasionally you find valleys of surpassing richness and beauty. Mining seems to absorb the attention of the people; and hence, if we consider the quality of the soil, farming has been sadly neglected. We know of no section of Wisconsin that holds out greater inducements to the hardy, enterprising emigrant. Excellent farming lands can be had along the route at from one and one fourth to five dollars per acre. The length of the road is about ninety-eight miles.

The next trunk road that we notice in order, is the

GALENA & CHICAGO UNION R. R.

J. B. TURNER, Esq., *President and Superintendent.*

P. A. HALL, *Assistant Superintendent.*

WM. M. LARRABEE, *Secretary.*

N. H. TOWNER, *Secretary of the Operating Department.*

WM. H. BROWN, Esq., *Treasurer.*

J. VAN NORTWICK, *Chief Engineer.*

This road is the parent of the Railroad system of Illinois. After surmounting the most formidable obstacles, it demonstrated beyond the possibility of a doubt that, owing to the cheapness with which railroads could be built across our rich and beautiful prairies, they would pay a *large dividend* to the stockholders. This important fact once established, it was not difficult to induce capitalists, both at home and in the Eastern States, to invest their money in Illinois railroads, and hence, at the present time, if we mistake not, no State in the Union has so many miles of railroad under contract and rapidly approaching completion; and perhaps no other, save New York and Massachusetts, has so many trunk lines, of equal length, that contribute directly to their wealth and prosperity. Comparisons in reference to the cost of the Galena show that it was built at a very large per centage less than roads of equal length in the Eastern States, and that it can be operated at a much less average expense per mile. Hence the large dividends it has distributed among the stockholders; that on the first of August last was *eleven* per cent.; and that payable on the first of February prox. is *ten* per cent. A very fair business that for a road that less than four years ago was obliged to borrow money on the individual credit of its President and Directors!

As this article will be read by thousands who never saw the beautiful country through which it runs, it will not be superfluous to add, that it passes through a rich and most beautiful portion of our State. We hazard nothing in saying that the soil for twenty miles on each side of the road, throughout its whole length, is, on an average, better than that of the gardens in any of the New England or Middle States. Certainly, with proper *Yankee* cultivation, it could be made to produce more abundantly. The same remark will apply, with equal truth, to all the remainder of the list, round to the great Illinois Central. Need it be wondered at that the Galena road pays? And with equal certainty may it be expected, if managed with prudence and econ-

omy, that nearly all our other roads will pay equally well.

The Galena road was opened to Freeport, one hundred and twenty-one miles west of Chicago, on the fourth of September last. Here the road terminates, and reaches Galena by the Illinois Central. Twenty-six miles of the latter road beyond Freeport was opened on the ninth of January, and it is to be completed to Galena, about twenty-five miles farther, by the first of September next. This will at once open up to us the trade of the Upper Mississippi. The value of that trade to our city we should not dare to estimate, as any figures drawn from its amount last year, and its prospective growth, would appear wild and chimerical.

The number of trains that it is expected will be on the road on the first of May next, is at least two passenger trains west and three freight trains. The first branch road to the Galena west of this city, is the

FOX RIVER VALLEY RAILROAD.

B. W. RAYMOND, Esq., *President.*

A. J. WALDRON, Elgin, *Secretary.*

M. C. TOWN, " *Treasurer.*

MILO SMITH, " *Chief Engineer.*

This road commences at Elgin, and runs up Fox River through the towns of Dundee, Algonquin, Crystal Lake and Ringwood, to Richmond, on the Wisconsin State line. The length of the road is thirty-four miles. Three fourths of the grading is already completed, and the Company will commence laying iron the last of May. As an extension of this road, though under a company in Wisconsin, we notice the

WISCONSIN CENTRAL R. R.

LE GRAND ROCKWELL, Elkhorn, *President.*

EDWIN HODGES, " *Secretary.*

MILO SMITH, Elgin, *Chief Engineer.*

This road is intended to run on nearly an air line through the very heart of Wisconsin. Commencing at Richmond in Illinois on the State line, it passes through Walworth, Jefferson, Dodge and Columbia counties to Portage, on the Wisconsin river, and it is intended to extend it to Stevens' Point—the very heart of the best pine region in the State. The length of the road to the latter point is about one hundred and fifty miles. The country along the line of the road is remarkably fine, abounding in untold agricultural riches. It would also do an immense lumber business. Seventeen miles of the road to Elkhorn, the county seat of Walworth county, is

located and in process of construction. Sufficient stock is taken to extend it to Burlington, where it meets the Racine and Beloit Railroad. It is in the hands of experienced men, who have both the means and the energy to push it forward successfully.

The directors are ambitious to extend it to Lake Superior. There is also a charter for a road from Richmond, the northern terminus of the Fox River Valley Road, for one direct to Milwaukee. The road, we believe, is not yet located, and therefore we pass it by for the present.

Next we notice the

BELOIT BRANCH OF THE GALENA R. R.

This road leaves the main line at Belvidere, eighty miles west of Chicago, and runs to Beloit in Wisconsin, twenty-one miles. It was finished a few months since, and is an important feeder to the main road. All the winter travel between this city and Milwaukee passes through Beloit, and reaches Janesville by stage, fourteen miles. From Janesville passengers take the Milwaukee and Mississippi road, arriving in Milwaukee the same evening.

As an extension of the Beloit Branch, we have the

BELOIT AND MADISON R. R.

J. B. TURNER, Esq., *President.*

B. DURHAM, *Secretary.*

E. I. TINKHAM, *Treasurer.*

The distance from Beloit to Madison is forty-seven and a half miles. Of this distance seventeen miles are already graded, and will be put in operation as soon as the iron can be brought on and laid down after navigation opens. It is to be completed in all by the first of July, 1855.

We did not speak of the lines projected west and northwest of Madison, when treating of the Illinois and Wisconsin Railroad, for the reason that they may be regarded as extensions of that road, and also of the Beloit and Madison. There are at least three or four main lines beyond Madison that will be completed in a very few years. They are, first, the western division of the

MILWAUKEE AND MISSISSIPPI R. R.

This division extends from Madison to Prairie du Chien, on the Mississippi, ninety miles above Galena. The distance is ninety-six miles, thirty-six of which, from Madison to Arena, on the Wisconsin river, are already under contract, and are to be completed at an early day. The country about Prairie du Chien, and in that part of

Iowa opposite to it that would naturally find an outlet over the road, is excellent, and is filling up very rapidly with an intelligent, industrious and enterprising population. This road will make a large addition to the business of our city, and our merchants can well afford, if necessary, to furnish a portion of the capital required for its construction.

There are, we believe, two or three charters for roads to Minnesota; but, in order to be definite, we will consider them as but one, and call it the

MADISON AND ST. PAUL RAILROAD.

There can be little doubt that there will be a railroad completed between these two points, perhaps in five, and at most, in eight years. The distance is about three hundred miles; and the country through which it would pass, we learned from Dr. Otis Hoyt, Receiver of the Land Office at Willow River, is excellent, and very favorable for the location of a railroad. Dr. Hoyt has traversed the entire route, and was very much pleased with its agricultural and other resources.

The western portion of the

MILWAUKEE AND LA CROSSE R. R.

May also be regarded as a part of the system of Railroads centering in Chicago. La Crosse is ninety miles above Prairie du Chien, on the Mississippi. It is the centre of a very fine region of country, whose resources are being rapidly developed. An enterprising company have a charter for the construction of this road, and are pushing it forward with commendable energy. The length of the road beyond Madison would be about one hundred and eighty miles.

There is another road soon to be built from Madison or Fond du Lac to Lake Superior, of great importance to this city. Both the Illinois and Wisconsin and the Galena company are anxious to secure the prize. We will call the road the

MADISON AND LAKE SUPERIOR R. R.

We believe charters already exist in the State of Wisconsin for such a road. The mines of Lake Superior are being extensively worked, and are yielding a large return to their proprietors. So important and extensive has become the business of that rich mineral region, that a road must soon be built to accommodate it. There are also immense groves of pine along the route, which alone would furnish nearly business enough to warrant the building of the road. Chicago has

a deep interest in its construction. The length of the road would be about two hundred and seventy-five miles.

The next trunk road south of the main line of the Galena and Chicago, is the

GALENA AIR LINE RAILROAD.

[Same officers as the Galena and Chicago road.]

The Galena and Chicago road, as now in operation, does not run by the shortest route to the Mississippi. When the road was built it was absolutely necessary to procure all the aid possible to construct it. Hence the flourishing towns and cities along the route—Elgin, Belvidere, Rockford and Freeport—subscribed liberally to the stock, in order that the road might be brought to their own doors. At the time it was argued, correctly, that they could afford to take stock if they never received a dollar in dividends, and yet be amply paid in the increased value of real estate, and the impetus it would give to business. When only forty miles of the road was completed, the stock was some ten per cent. above par. It was well the main line of the road was built where it is, as the towns and cities along its route will furnish it with a large and lucrative business. The through trade to Galena must also be very extensive.

But this is the day of "air lines" and "shortcuts," and the Galena Company have thought best to build another road to the "Father of Waters." The cars run on the same track to the Junction, thirty miles from the city. The road is now completed, and the cars are running upon it to the village of Lane, in Ogle county, seventy-five miles west of the city. It crosses the Fox River at Geneva, the county seat of Kane co., and runs a few miles south of Sycamore, De Kalb co., by Franklin Grove, to Dixon, Lee county; thence through Stirling, Whitesides co., to Fulton City, on the Mississippi. The whole of the road is under contract, and is to be completed to the Mississippi by the first of August next. At Dixon it crosses the main line of the Illinois Central, and will furnish the people living on the line of that road, for many miles north and south of that point, direct railroad communication with our city.

The extension of the Galena Air Line westward is called the

LYONS IOWA CENTRAL RAILROAD.

SILAS SEYMOUR, Esq., St. Louis, *President*.
JAS. MCCOY, Fulton City, *Secretary*.

H. P. ADAMS, " *Treasurer*.
ALLEN SLACK, " *Chief Engineer*.

The report of the consulting Engineer of this road, Wm. C. Young, Esq., is before us. He says: "The site of the proposed bridge" at Fulton City, to connect this road with the Galena Air Line, "is peculiarly favorable. The rocky bluffs on the banks of the river, exceeding one hundred feet in height, bold and precipitous on the east side, and more sloping on the west, approach each other more closely at this point than at any other locality available for a railroad crossing. The superstructure of an arch and pier bridge may be built ninety feet above the river, so as to place it entirely above any danger of interfering with steamboat navigation." He also suggests the propriety of building a suspension bridge, if experience shall prove them suitable for railroad purposes. The length of the bridge would be about two thousand feet.

Council Bluffs, on the Mississippi, is the point to which several of the extensions of the roads from this city are aiming, and that is to be the western terminus of this road. It is under contract, and the money is provided to build it to Iowa City, seventy-three miles. The distance from Lyons to Council Bluffs is three hundred and eight miles. It is to be completed to Tipton, fifty miles west of the Mississippi, by the first of October next. This part of the road is to be nearly an air line. Five hundred men are now at work upon the road. The country through which it passes is as fine as any portion of the Mississippi Valley, and it may therefore be expected to add very much to the business and general prosperity of the city. It is to be completed to Iowa City by the first of April, 1855.

The road entering the city next south of the Galena, is the

CHICAGO, ST. CHARLES AND MISSISSIPPI AIR LINE.

IRA MINARD, Esq., St. Charles, *President*.
G. S. HUBBARD, *Vice President*.
S. S. JONES, St. Charles, *Secretary*.
G. W. WAITE, " *Chief Engineer*.
ALVAN HUNT, New York, *Treasurer*.
G. S. HUBBARD, *Assistant Treasurer*.

The depot of this road is to be directly north of North street, on the West side, opposite the old depot of the Michigan Southern, at Twelfth street. From the western limits of the city it runs on an air line to St. Charles on Fox river, about forty miles. The road is finished ten miles to the Aux Plaines river, and will be completed

to St. Charles as soon as possible after the frost is out of the ground in the Spring. The mason work for the bridge at St. Charles is finished, and the whole line is to be completed to Oregon, on Rock river, about ninety-five miles, by the first of October next. About twenty miles west of Chicago it crosses the Galena Air Line, and runs between that and the main trunk of the Galena, all the way to the Mississippi. The whole line is to be completed to Savanna, a distance of 130 miles, on the Mississippi, with a branch to Galena, thirty miles, by the first of January, 1856. The road is in the hands of a wealthy and enterprising company, and no doubt exists as to its prompt completion by the time specified in the contract. The country through which it passes is unsurpassed in richness and beauty, and the projectors of the road are also determined to share with the Galena and the Illinois Central the rich trade of Iowa and the Upper Mississippi.

An important extension of the roads centering at Galena is one projected to run up the valley of the Tete des Mortes river to the south bend of the Minnesota. We shall call it the

GALENA AND MINNESOTA RAILROAD.

There is much interest felt in the construction of this road at Galena, and ere many years it will no doubt be among the things that Western energy has accomplished. The country along the line is said to be remarkably fine, and a glance at the map will show that it is the shortest route by which we could secure the trade of the Minnesota Valley. It will probably be one of the lines by which we shall connect with the Pacific Railroad, should it be built on Gov. Stevens' route, from Lake Superior to Puget's Sound. The length of the road would be about 260 miles.

As an extension of the Chicago, St. Charles and Mississippi Air Line, the next in our list is the

IOWA CENTRAL AIR LINE.

Hon. GEO. GREEN, Cedar Rapids (Iowa), *President*.

S. S. JONES, St. Charles (Ill.), *Vice President*.

E. A. WOOD, Sabula (Iowa), *Treasurer*.

G. W. WAITE, St. Charles, *Chief Engineer*.

This road is to run from Sabula, nearly opposite Savanna, following very nearly the 42d parallel of latitude to a point on the Missouri river, from 125 to 150 miles above Council Bluffs. The friends of the road claim that from this point there is a shorter and better route for a railroad

to the South Pass, up the valley of the Kehah-Paha river, than that which has usually been traveled, up the valley of the Platte. And besides, the road would have the best opportunity to secure the rich trade of the Upper Missouri, as it would reach that magnificent stream higher up than any other road. A glance at Colton's latest map of the U. S. will show that the Kehah-Paha river lies due west from Chicago, and that its valley stretches away in almost a direct west line to the South Pass.

We need not enlarge upon the character of the country through which the road is expected to pass. Iowa is one of the finest States in the Mississippi Valley, and roads built across the State from east to west cannot fail to yield at once fair dividends, and in a very few years, as the country fills up with population, will be among the best-paying roads in the Union. Eighty-five miles of the road, directly west of the Mississippi, has been let to Messrs. Serrill, Bagley & Co., of New York, and is to be done by the first of January, 1856, at the same time that the St. Charles Air Line reaches the Mississippi. The contractors are said to be gentlemen of great energy, and abundant means to fulfil all their obligations. The distance to the Missouri is about 325 miles.

The next trunk road south of the St. Charles Air Line, is the

CHICAGO AND AURORA R. R.

JAS. F. JOY, Esq., Detroit, *President*.

ALLAN ROBBINS, *Secretary*.

I. H. BURCH, *Treasurer*.

WALTER S. JOHNSON, *Superintendent*.

This road at present enters the city on the track of the Galena Railroad. As a line is soon to be built from Aurora to Chicago, it may very properly be regarded as a distinct road. The cars of the Aurora road leave the Galena at Junction, thirty miles west of the city, and follow down the beautiful valley of Fox river, through the flourishing village of Batavia to Aurora, thirteen miles; thence to Mendota, at the Junction of the Illinois Central, sixteen miles northwest of LaSalle. The distance is forty-six miles. The road was all completed early last fall, and with the sixteen miles of the Illinois Central, also completed, forms a direct railroad communication with LaSalle. The road is built in the most substantial manner, and opens one of the richest portions of this State to the trade of Chicago. On the first of May next there will be two passenger trains out of the city on this road, and one accommodation and freight and one freight.

train. It is already doing a large business. When its connections and extensions south and west are completed, its trade will astonish its most sanguine friends.

The first of these is the

CENTRAL MILITARY TRACT RAILROAD.

J. W. BROOKS, Esq., Detroit, *President*.

D. SANBORN, Galesburgh, *Secretary*.

JAMES PEARSON, Princeton, *Treasurer*.

COL. J. M. BERRIEN, *Chief Engineer*.

This road extends from Mendota, the southwestern terminus of the Aurora Railroad, to Galesburgh, Knox county. Its length is eighty-four miles. The road is all graded, and the iron will be put down as soon as it can be, after the frost is out of the ground. The iron is all purchased, and the road is to be finished and in complete running order on or before the first of July next. This road runs through the centre of what is generally known as the Military Tract, lying between the Illinois and the Mississippi rivers, and if there is any finer country on the face of the earth, it has not been our good fortune to see it.

From Galesburgh passengers will reach the Mississippi at Burlington, a distance of forty miles, by the

PEORIA AND OQUAWKA RAILROAD.

R. ROUSE, Peoria, *President*.

WASHINGTON COCKLE, Peoria, *Secretary*.

J. H. HOTCHKISS, Peoria, *Treasurer*.

This part of the road is all graded, and several miles of the iron are already laid. All the iron is purchased, and most of it, we believe, is at Burlington, ready to be laid down as soon as the weather will permit. The road is to be completed by the first of June next. This will open to us the rich trade of Southern Iowa, causing such an increase to our business as few would have the courage to state, even were the exact figures in their possession.

But this is by no means the limit to the aspirations of the friends of this road. They, too, not having the fear of our St. Louis neighbors before their eyes, are reaching forward to the trade of the Missouri. Surveys are now being made through Southern Iowa for a road to the mouth of the Platte river. It is called the

BURLINGTON AND MISSOURI RAILROAD.

The distance across the State is about 220 miles. When it is remembered that roads built anywhere in the West forty miles from each

other, will find ample business to make them pay, it must not be wondered at if this road is completed in three, or at most four years.

To complete our list of connections with the Aurora Road, we must go back to Galesburgh, and notice the

NORTHERN CROSS RAILROAD.

N. BUSHWELL, Esq., Quincy, *President*.

JOHN FIELD, Quincy, *Secretary*.

CHAS. A. SAVAGE, *Treasurer*.

WM. H. SIDELL, *Chief Engineer*.

This road is to run from Galesburgh to Quincy, 120 miles. It is all under contract, the iron is purchased, and the money is all provided to complete it. It is to be finished and in running order by the first of January, 1855.

At Quincy it will need but a few miles of road to connect with the

HANNIBAL AND ST. JOSEPHS' R. R.

R. M. STEWART, Esq., St. Josephs, Mo., *President*.

Z. G. DRAPER, Hannibal, Mo., *Vice President*.

J. E. DOWLING, " *Treasurer*.

R. BUCKLAND, " *Chief Engineer*.

Since the first edition of this article was published, we have had a full conversation with W. J. McAlpine, Esq., who had just returned from a tour over the entire line of this road. From him we obtained the following facts in reference to its prospects, and to the country through which it passes.

The company is composed of some of the largest capitalists and most energetic railroad men in the country. The State of Missouri has loaned its credit to the amount of one million and a half of dollars; the counties along the line have taken about half a million of the stock, and the Eastern capitalists to whom we referred have taken one and a half millions more. Congress has also granted eight hundred thousand acres of land to the Company to aid in the construction of the road.

The distance from Hannibal, on the Mississippi, to Saint Joseph, on the Missouri, is 205 miles. Mr. McAlpine describes the country through which it passes as surpassingly rich and beautiful. Though there is nothing like a mountain in the whole distance, there is scarcely level ground enough for the stations along the road. So "rolling" is the country, that for one fourth of the distance the grade of the road is fifty feet per mile. This is, we believe, the maximum grade.

The whole country between the two rivers is not only all susceptible of cultivation, but a large portion of it is too rich to grow wheat successfully. Corn, hemp and tobacco are the principal staples. Mr. McAlpine says it is one of the best timbered portions of the Mississippi Valley. At no place is the road more than four miles from fine groves, which, with the fertile lands and delightful climate, make it peculiarly inviting to settlers. The soil is a rich loam, resting on a substratum of clay. The prevailing rock is limestone.

The road is all under contract, and is to be finished by two years from the first of May. Messrs. Duff & Larned are the contractors. They are gentlemen of large experience, and are in all respects able to fill their contracts by the time specified. Twenty-five miles at each end of the road is to be completed and in operation during the present season; and the entire line is to be completed by the first of July, 1855.

Chicago has a large interest in the construction of this road. We shall have two lines connecting with it either at Hannibal or Quincy, and perhaps at both of these points. The Aurora and Central Military Tract, and the Peoria and Hannibal Railroads will both be finished by the time the Hannibal and St. Joseph's road is in operation. We shall receive a large trade from Northern Missouri as soon as we have a direct railroad connection with that fertile region. Although this road lies at a considerable distance south of this city, the result will show that it may justly be regarded as a part of that great system which has its centre here.

Again we return to Chicago, and commence with one of her most important main lines—the

CHICAGO AND ROCK ISLAND R. R.

J. B. JERVIS, Esq., New York, *President*.

N. D. ELWOOD, Joliet, *Secretary*.

Hon. A. C. FLAGG, New York, *Treasurer*.

Jno. E. HENRY, *Superintendent*.

WILLIAM JERVIS, *Chief Engineer*.

No better example can be given of the rapidity and energy with which great enterprises are pushed forward to completion at the West, than the Chicago and Rock Island Railroad. Its progress seems more like the wonders of magic than a plain matter of fact reality. It was commenced on the 10th of April, 1852, and opened to Joliet, forty miles, on the 18th of October, in the same year; to Morris, sixty-one miles, Jan. 5th, 1853; to Ottawa, eighty-three miles, Feb. 14th; to La Salle, ninety-eight miles, March 10th; to Peru,

ninety-nine miles, March 21st; to Tiskilwa, one hundred and twenty-two miles, Sept. 12th; to Sheffield, one hundred and thirty-six miles, Oct. 12th; to Geneseo, one hundred and fifty-eight miles, Dec. 19th—all during the last year. It was completed and opened to Rock Island, one hundred and eighty-one miles, on the 22d of February, 1854; being the first continuous line of railroad to reach the Mississippi from Lake Michigan.

The city of Alton was reached about the first of October last; but three different roads had to be passed over in order that the iron horse might renew his strength from the great artery of the Western Continent. Think of this, ye ancient worthies, who, some *fifteen* years ago, would have required as many years to build the same number of miles of railroad! One hundred miles of the line was built, stocked, and in running order in less than a year; and the whole distance to the Mississippi, one hundred and eighty-one miles, was finished, and the road was in operation, in *twenty-two and a half months*! This simple statement speaks volumes for the intelligence, energy and business capacity of the contractors, Messrs. SHEFFIELD & FARNAM. It is one of the proudest monuments they could possibly have to their memory; and it will confer blessings innumerable upon the people of this city and those whose fertile fields lie along the line of the road for all time to come. We almost envy them the satisfaction which the accomplishment of so great a work in so short a period must afford them.

The location of the road is peculiarly favorable for business. For the first hundred miles, it follows down the valley of the Illinois and its tributaries, through the flourishing towns and cities of Joliet, Morris and Ottawa, drawing the trade of a rich and very fertile region. At LaSalle it is at the head of ordinary steamboat navigation on the Illinois, and of course will always secure a large and lucrative trade from that artery of commerce. From Peru to Rock Island it crosses the Military Tract, of whose agricultural capacities we gave our views when speaking of the Aurora Railroad. A section richer in all the elements of wealth and prosperity cannot be found anywhere upon the Western Continent. Added to this, it crosses an immense coal field, and will furnish to our city without stint an abundant supply of the best of fuel. We might here speak of the importance of this fact in reference to the iron and other manufactories that will be established here as soon as the Saut Ste Marie Canal is opened, and we have a direct steamboat connection with the

iron and copper mines of Lake Superior; but it does not fall within the proper design of this article.

The receipts of the road are already very satisfactory. In October last they amounted to \$67,097.77; and they would have averaged more than \$60,000 through the Winter had the contractors been able to procure locomotives and cars fast enough to do the business. For the month of April, 1854, the receipts were:

From passengers, . . .	\$57,941 98
From freight and mails, . .	29,000 00
Total,	\$86,941 98
Total in March,	74,684 70
Increase,	\$12,257 28
Number of passengers carried in April, 22,449.	

The contractors now have all the revenues of the road; but they are to deliver it over to the Company on the 10th of July next—one year and a half before the time specified in the contract. On the first of May there were three passenger and two freight trains leaving the city every day.

The western extension of this road in Iowa is called the

MISSISSIPPI AND MISSOURI R. R.

Hon. JOHN A. DIX, New York, *President*.

J. E. HENRY, *Secretary*.

Hon. A. C. FRAGG, New York, *Treasurer*.

HENRY FARNAM, Esq., *Chief Engineer*.

It is proper here to speak of the bridge which is to connect this road with the Rock Island Railroad. It is to be one of the finest structures in the country. We believe it is owned equally by these Companies. Rock Island for a time was thought to be the only place where the Mississippi could be bridged; but it is now claimed that it can be done at Fulton City, Savanna, or any other place where the wants of commerce require it. Such of course would be the opinion of any one who had witnessed the wonderful triumphs of modern engineering. It cannot be doubted, however, that a variety of circumstances conspire to render Rock Island one of the most favorable locations for a bridge between St. Paul and St. Louis.

The bridge is under contract, and is to be completed by the first of December next. The eastern end of it over the slough, between the main shore and the Island, has three spans of 150 feet each in the clear. The total length of this part

of it is 474 feet. The foundation of one of the piers is already in, and this part of the work will be finished by the first of June. The main stream west of the Island is crossed by five spans, each 250 feet in the clear, and the total length of this part of the bridge is 1,582 feet—making, in all, 2,056 feet. The draw is to turn upon the central pier, and is always to stand open, free for the passage of boats on each side of the pier, except when a train is passing. All trains on each side of the river are to come to a full stop, and to remain till a signal is given that the bridge is ready. Of course the draw, or if you please, "turn table," will not be closed if there is a steamer near at hand likely to pass up or down the river. It is to be twenty-one feet above high-water mark, and will be a substantial and elegant structure. The bridge is to be built with Howe's truss, with the addition of arch beams. J. Warner & Co. have the contract for the stone work, and Messrs. Stone & Boomer that for the superstructure. The total cost of both divisions of the bridge will be \$250,000.

The Mississippi and Missouri Railroad has three divisions; amounting, in fact, to three distinct roads. The first division extends from Davenport, opposite Rock Island, one of the most beautiful and enterprising towns on the Mississippi, by the way of Iowa City and Fort Des Moines, to Council Bluffs. The distance is three hundred miles. The road is under contract fifty-seven miles to Iowa City, and is to be completed to that point by the first of December next. At that time the bridge over the Mississippi is to be finished, and we shall be in unbroken railroad connection with the capital of Iowa. The entire line is to be finished to Council Bluffs by the first of January, 1857. It needs but to be added that Messrs. Sheffield & Farnam have the contract, to assure the public that the work will be done at the time specified. The country through which it passes is remarkably fine, and we look forward to the time when we shall have a direct railroad communication with the Missouri river as one of the most important events in the history of Chicago.

The second division of the road extends from Davenport, by the way of Muscatine, Washington and Oskaloosa, to the mouth of the Platte river. The length of the road will be three hundred miles. Thirty miles of the road to Muscatine is to be finished by the first of December next, giving us the trade of another large and flourishing city in Iowa, and the region to which it owes its growth and importance. Ninety miles more of the road to Oskaloosa will be put under contract

in the Spring, and will be probably completed within the next year or eighteen months.

The third division of the road is to run in a northwestern direction from Muscatine to Cedar Rapids—a distance of fifty miles. It is the intention of the Company to put it under contract early in the Spring, and the entire line is to be finished by the first of April, 1855. This road may be ultimately extended to Minnesota as fast as the settling of the country along the route will require. That will be at no distant day.

We now have done with railroad extensions in Iowa. It will be noticed that we have traced five different lines across the State to the Missouri river. The facts have been stated just as we received them from the agents of the different Companies and railroad men in this city. This was the task we imposed upon ourselves, and we do not propose to go beyond the record, and give an opinion as to the merits of this or that route. The western portions of Iowa are sparsely populated, and the through travel is at present almost the only prize at stake, for the last hundred miles on either of the lines. That is a prize worth having; and after canvassing the facts we have stated, the public and ourselves also would be safe in waiting to see which great interest will secure it.

We now return to Illinois, to trace the connections and extensions of the Rock Island Railroad in our own State. We begin with the

PEORIA AND BUREAU VALLEY R. R.

ISAAC UNDERHILL, Esq., Peoria, *President*.
WASHINGTON COCKLE, " *Secretary*.
N. B. CURTIS, " *Treasurer*.
WM. J. JERVIS, *Chief Engineer*.

This road branches from the Rock Island, fourteen miles west of Peru. The distance thence to Peoria is forty-seven miles. Sheffield & Farnam have the contract for building the road, and it is to be finished and in operation by the first of June next. In only four months we shall join hands with our beautiful sister, Peoria; and, though oppressed with the cares and covered with the dust of business, Chicago will find time to take her by the hand and give her a right hearty welcome.

Arrangements have been made to run, in connection with this road, two daily lines of steamers between Peoria and St. Louis, and as most of the obstructions to navigation on the Illinois lie

above Peoria, this will be a comfortable and popular route to that city.

Beyond Peoria there are three roads proposed to be built—one through Canton to Warsaw, nearly opposite Keokuk, on the Mississippi. Westward from Keokuk, an important city in the southeastern corner of Iowa, several roads are projected, all of which would swell the business of this line. The distance is some eighty or ninety miles.

The second road, which has been fully organized since the first edition of this article, is the

PEORIA AND HANNIBAL RAILROAD.

MYRON PHELPS, Lewiston, *President*.
L. D. ERWIN, Rushville, *Vice President*.
THOS. HANNA, Vermont, *Secretary*.
GEORGE PHELPS, Lewiston, *Treasurer*.

There is much interest felt along the line of this road, and the right feeling exists among the people in that part of the State with reference to it. Schuyler county has recently voted, by a large majority, to take \$75,000 of the stock, and the citizens have subscribed \$25,000 more. Other counties will assist, to the extent of their means. It passes through a magnificent country, and will be an important road to this city and the country through which it passes. It will of course furnish a second outlet to the Hannibal and St. Joseph's Railroad, described above, in connection with the Aurora Road. It will doubtless be finished by the time the Hannibal Road is completed. Its length will be about one hundred and twenty miles.

The third proposed route runs south from Peoria, and crosses the Illinois river at Pekin, thence in nearly a direct line to Illinoistown, opposite St. Louis.

We must not forget to mention, as a feeder of the Peoria and Rock Island Railroads, a part of the

PEORIA AND OQUAWKA RAILROAD.

The western division of this road, from Galesburgh to Burlington, has already been noticed in speaking of the connections of the Aurora Railroad. The distance from Peoria to Galesburgh is about fifty miles. Seven miles of the road west of Peoria are nearly completed, and the remainder will be finished as fast as the business along the route will warrant.

The next main line that our order requires us to notice, is the

CHICAGO AND MISSISSIPPI RAILROAD.

GEO. BLISS, Springfield (Mass.), *President*.
 E. KEATING, Alton, *Superintendent*.
 H. A. GARDNER, Joliet, *Chief Engineer*.

This should have been called the Alton and Chicago Railroad, and then its name would have conveyed a definite idea of its location. It would now have been finished, or nearly so, had not the contractor, Henry Dwight, jr., become involved in financial difficulties last summer. He was finally forced to suspend, and the road has now passed into other hands. Those who have it in charge have abundant means to complete it as fast as money can do it.

The road is now finished, and in operation from Alton to Bloomington, and with the Rock Island and Aurora Railroad to Lasalle, and the Illinois Central thence to Bloomington, enables us to reach the city of Alton, twenty-five miles above St. Louis, by railroad. At Joliet, forty miles from this city, this road unites with the Rock Island, and will run its cars into the city on that track, till a separate road can be constructed. That, perhaps, will be deferred for a few years.

The line between Joliet and Bloomington, ninety-three miles, is nearly all graded, and the iron is laid some fourteen miles south to Wilmington. The remainder of the iron is in this city and Buffalo, and it is intended to have the whole road completed and in operation by the first of June next. At that time there will be two passenger and two freight trains leaving daily. The total length of the road from this city to Alton is 265 miles.

Chicago is mainly indebted to the enterprise and energy of the cities of Alton and Springfield for the building of this road; but there can be no doubt that it will add immensely to our business and commercial resources. It passes through a rich and most beautiful country, and will bring us into direct communication with the cities of Bloomington, Springfield and Alton, and a host of flourishing towns with which we have hitherto had very little business acquaintance.

This road proposes also to furnish an outlet to the Lower Mississippi, and thence to the Gulf of Mexico, through the Alton and Illinois town, Belleville and Murphysboro, and the Illinois Central to Cairo.

The next road in order is the.

ILLINOIS CENTRAL RAILROAD.

WM. P. BURRALL, Esq., New York, *President*.
 D. A. NEAL, " *Vice Pres't*.
 M. B. EDGAR, " *Treasurer*.
 R. B. MASON, *Chief Engineer and Superintendent*.
 J. B. WYMAN, *Assistant Superintendent*.

This is one of the most magnificent public improvements of its kind, in this or any other country. The connecting of the great Lakes with the Mississippi at Cairo, where steamers of the largest class can always come up from the Gulf of Mexico, was a sublime idea, and all the arrangements for carrying it out have been on a scale equally grand and extensive. On the 20th of September, 1850, an act was passed by Congress granting to the State of Illinois every alternate section of land for six miles on each side of the road, to aid in its construction. At the same time the minimum price of the lands within the same distance of the road was fixed at \$2.50 per acre. By this arrangement the Government lost not a shilling on the price of the land, and at the same time secured the advantage of bringing it almost immediately into the market.

On the 10th of February, 1851, the Illinois Legislature chartered the present company, and transferred the lands to them on condition that the road should be built within a specified time, and that after it was finished *seven per cent.* of its gross receipts should annually be paid into the treasury of the State. By this grant the company became possessed of about 2,650,000 acres of land, which the building of the road will very soon bring up to an average value of at least ten dollars per acre—making the snug little sum of \$26,500,000. The estimated cost of the road is \$16,000,000; thus giving to about a baker's dozen of fortunate capitalists \$10,500,000, and one of the best railroads in the Union, 704 miles long, and running through one of the richest and most beautiful valleys in the world. We envy them not, and the people should not envy them their good fortune. It is due to their forecast and enterprise that they should enjoy the rich prize they have secured.

In noticing this road, it will be best understood if we speak of it as starting from Chicago, although the line from Cairo to Lasalle is called the main trunk; and the section between this city and Centralia, in Marion county, 112 miles

north of Cairo, is called the Chicago Branch. From Chicago the road runs nearly direct to Cairo, varying only a few miles at any point from a direct line. The road is now finished south from Chicago, and the cars are running upon it eighty-seven miles, to Spring Creek, Iroquois county. The track is finished fourteen miles farther, and will be opened to Urbana, in Champaign county, on or before the first of May next. On the first of May there will be two passenger, one freight and one construction train leaving the city daily. The entire line will be finished to Cairo, and from Cairo to Dubuque, on or before the first of January, 1855. The distance from Chicago to Cairo is 362 miles; from Centralia to Dubuque, 342—making the total length of the road 704 miles. Although the line between this city and Cairo will not be finished till the first of February, 1855, we shall be in direct railroad connection with that city by the first of August next. The route will then be by St. Louis. Reaching that city by the same means we now do, we can take the Cincinnati and St. Louis Railroad to Centralia, and thence to Cairo, 112 miles, by the Illinois Central, which is to be finished by that time. But by the first of October next the line will be still more direct, as the road will be completed by that time from Lasalle to Cairo. This will give us nearly as direct a communication with the south as we shall have after the Chicago Branch is finished. That portion north of Bloomington, with the exception of the bridge over the Illinois, is also finished, and the cars have been running upon it for several months past. It will be opened north to Dixon by the first of August next. The road will be finished thence to Galena on the first of September following. The bridge over the Illinois river at Lasalle is to be a splendid structure. It is 2,990 feet long, and is to be built in all respects in the best possible manner.

The breakwater opposite this city is a very expensive and difficult work. It extends nearly two miles, and will cost, when completed, seven hundred and fifty thousand dollars. For a mile it is built in the lake, the inside line being four hundred feet from the east side of Michigan Avenue. The Michigan Central enters the city upon the same track.

The rolling stock now on the road cost six hundred thousand dollars. It is composed of twenty-five locomotives, nineteen of which are new and elegant machines. The company have six others beyond Erie. The locomotives cost \$10,000 each. There are also twenty-four first class passenger cars, each costing \$2,285; one

hundred and fifty-eight covered freight cars, costing \$685; three hundred and fifty-seven platform cars, costing \$585; eight baggage cars, costing \$1,258; and thirty-four gravel cars, costing \$358. When the road is completed, it will require at least one hundred locomotives; one hundred first class passenger cars; five hundred platform, and one thousand covered freight cars. This amount of stock is already under contract, and is to be finished as fast as the wants of the road require.

The active force now engaged in the construction of the work consists of seven thousand men and two thousand teams; and four hundred men are employed in engineering, and on the two hundred and forty-five miles of the road which are now done and in operation. The grading, including the portions of the road on which the cars are running, is completed on five hundred and seventy-two miles of the line; and we might as well here repeat, that the entire work is to be finished and in operation on or before the first of February, 1855. The road will steadily employ more than five thousand men in its several departments, when it is completed.

In order that persons at a distance may be able to trace out this splendid road upon the map—for it is not laid down on those in ordinary use—we mention several of the principal towns and cities through which it passes. Starting from Chicago, it runs in nearly a direct line to Urbana, in Champaign county; thence on a pretty direct line to a point a few miles southeast of Salem, in Marion county; thence it runs south within a few miles of the third principal meridian, to Cairo. Starting from Cairo and coming north to Centralia, the new town above referred to a few miles southeast of Salem, in Marion county, the main trunk runs thence north to Vandalia; thence to Decatur, in Macon county; thence to Clinton, in Dewitt county; thence to Bloomington, in McLean county; thence through Lasalle, Dixon, Freeport and Galena, to a point opposite to Dubuque, in the State of Iowa. By following the line indicated on the map, strangers will be enabled to form some definite idea of the magnitude of this splendid work. It is by far the longest line of railroad owned by any one company in the Union. The country is settling very rapidly along the whole line of the road. Great numbers of villages are constantly springing up, and when completed there will be some seventy stations along the line. We look for an immense emigration to the region bordering upon the road during the next Summer. The finest of land, in any quantity, can be purchased at from three to

ten dollars per acre, in its vicinity. No better opportunity will ever be offered to the enterprising young men of New England and the Middle States, who wish to escape from the barren hills and rugged mountains among which they were reared, to find a home upon the magnificent and fertile prairies of Illinois.

The road runs through thirty-two counties, and of the quality of the soil and its agricultural resources it is scarcely necessary to speak. We should only repeat what we have said so often in reference to other roads. The mineral resources of this section of the State should not be forgotten in making an estimate of its business, and the benefits it is to confer upon our citizens. It runs directly across the largest coal field in the world, and with our magnificent canal and the other roads we have mentioned running southwest, will furnish us fuel not only for domestic purposes, but for the immense manufactures which will be located in every part of the city. It will bring us the products of the sunny South in a few hours; and its construction will be worth a dozen compromise measures in binding together the North and the South in bonds of friendship and mutual interest for all time to come.

Another road, highly important to the interests of Chicago, has been projected, and will doubtless be constructed. We will call it the

WABASH VALLEY RAILROAD.

This road will connect at Joliet with the Rock Island Road. From thence it is proposed to continue it through Paris, Edgar county, Marshall, Clark county, to Vincennes, where it will connect with the Vincennes and Paducah Road. The trade of the Wabash Valley formerly centered in Chicago. Of late years, however, other channels have absorbed it almost entirely. The Illinois Central, the New Albany and Salem, and the Cincinnati Roads, will each restore a portion of this trade. But no one of them is so essentially a Wabash Valley Road as the one we are considering; and its construction would bring back to us a thousand fold more trade from that valley than we have lost. The Vincennes and Paducah Road was chartered at the last session of the Legislature, and the company is organized; the Northern portion of what we style the Wabash Valley Road is also in charge of an organized company. Considering the many inducements which there will be to connect the two together, the opening up of another route to the South, and furnishing a market to the Wabash Valley

country, we think we hazard nothing in saying that it will be built.

The next road in order is the

CHICAGO AND LOGANSFORT RAILROAD.

We mentioned this road last year, and still include it in our list, as we believe Cincinnati will extend her lines to this city on this route within the next two or three years. It will bring us the trade of an excellent portion of the Wabash Valley and parts of Indiana, that now seek other markets. It would form, with the other roads now building in Ohio and Indiana, a very direct route to Cincinnati. Such a road would be a great advantage to both cities. The distance to Cincinnati is about 280 miles.

The road next to be considered is the

FORT WAYNE AND CHICAGO RAILROAD.

SAMUEL HANNA, Esq., Fort Wayne, *President.*

A. L. MCJUNKIN, " *Secretary and Treasurer.*

J. R. STRAUGHAN, Fort Wayne, *Chief Engineer.*

This is a very important road, and will open a rich country to the trade of our city. After passing the south bend of the Lake, it runs through a beautiful country direct to Fort Wayne, through Valparaiso, Plymouth, Warsaw and Columbia—all thriving towns, and the seats of justice for the counties in which they are located. Fort Wayne is situated at the confluence of two streams which form the Maumee river. The whole line was put under contract in May last, and is to be finished to this city by the first of November next. We are assured that the company are in possession of abundant means to complete the work promptly at the time above specified. A large force is at work on the east end of the road. There is no grade on the whole line that exceeds twenty-six feet to the mile.

At Fort Wayne the road is to connect with a line of other roads running east across the State of Ohio to Pittsburg. The distance to that city is 462 miles, and to Fort Wayne 145 miles. By "cyphering" the friends of this road make it the shortest route possible to the principal cities in the Eastern States.

The two great lines that connect us with the Atlantic seaboard only remain to be noticed. These are so well known that they will not require an extended notice.

First in order is the

MICH. SOUTH. AND NORTH. INDIANA R. R.

JOHN B. JERVIS, Esq., New York, *President*.
 JAS. ARCHIBALD, *Vice President*
 EDWIN C. LITCHFIELD, New York, *Treasurer*.
 J. H. MOORE, Adrian, Mich., *Superintendent*.

This road was opened to this city February 20, 1852. Since then it has been doing a large and constantly increasing business. It was the first to open a railroad communication to us at all seasons of the year with New York and other cities on the Atlantic coast. Before this, our merchants, in order to purchase their Spring stock, were forced to endure a most fatiguing journey, and considered themselves fortunate if they reached New York in a week or ten days. It is, in all respects, one of the best railroads in the country, and must ever form one of the principal thoroughfares between Chicago and the Atlantic cities.

The distance from Chicago to Toledo is 242, and to Monroe 245 miles. To New York the most direct route by the south side of Lake Erie, from Toledo, is by the Toledo, Norwalk and Cleveland, Cleveland and Erie, Buffalo and State Line, and New York and Erie Railroads. The Southern roads, and the Central and Canada roads, both claim to be the shortest route to New York; but be that as it may, *the time* it will require to go to that city by either cannot be very different. That will usually be from thirty to thirty-six hours.

We notice but one branch of this road—the

CINCINNATI, PERU AND CHICAGO R. R.

HON. WM. BEBB, Rockford, Ill., *President*.
 J. C. PAYNE, Peru, Ind., *Secretary*.

This road starts at Peru, Indiana, where four important railroads concentrate, to wit: the Wabash Valley, the Indianapolis and Peru, the Cincinnati, Cambridge and Chicago, and the Ohio and Indiana, and runs thence through the counties of Plymouth, Marshall and La Porte, to the city of La Porte, where it connects with the Northern Indiana Road, and thus reaches Chicago.

This company was organized last July, and Gov. Bebb, late of Ohio, elected its President. Books were opened for stock, engineers placed in the field, and running arrangements entered into with all the connecting lines by which the parties agree to adopt a uniform gauge, meet in the same depots, and in all respects to make these roads great through lines, by which passengers and freight are to be transferred, without change

of cars, from Chicago to Indianapolis, Cincinnati and Columbus, respectively.

The road has been located over a fertile and beautiful country, abounding in fine forests, iron ore and agricultural products, and let to Messrs. French & Tyner, highly responsible contractors, who have obligated themselves to make it, in all respects, a first class railroad, with depots and water stations and rolling stock complete, by the first day of March, 1855.

We look upon this short line of railroad—seventy miles long—connecting, as it will, the capitals of the great States of Ohio and Indiana, and the city of Cincinnati, with the commercial emporium and great railroad center of the North-West, as soon to become one of our most important thoroughfares.

MICHIGAN CENTRAL RAILROAD.

J. M. FORBES, Boston, *President*.
 J. W. BROOKS, Detroit, *Vice President*.
 GEO. B. UPTON, Boston, *Treasurer*.
 E. NOYES, Detroit, *Superintendent*.

This road connects us with Detroit, a distance of 282 miles. It is built in the most substantial manner, and is managed with great ability and energy. It was opened to Chicago on the 21st of May, 1852. On the 17th of February last the Canada Great Western Railroad was opened from Detroit to Buffalo and Niagara Falls, thus giving us two great thoroughfares to the Atlantic seaboard. Both of them will always have as much as they can possibly do. They are both managed with consummate skill; and all that can be done to facilitate travel and render the wayfaring man comfortable, competition will be sure to afford.

Three passenger and two freight trains will be put on this road on or before the first of May. An important branch of this road is the

NEW ALBANY AND SALEM RAILROAD.

JAS. BROOKS, Esq., New Albany, Ind., *President*.
 C. KNOWLTON, Michigan City, *Superintendent*.

This road connects Michigan City, Ind., with New Albany, nearly opposite Louisville, Ky., on the Ohio river. Its length is 284 miles. The road is now finished some 155 miles south from Michigan City, and a portion of the line running north from New Albany is now in operation. Only 38 miles remain to be completed, and for this the grading is nearly done, and the cars will be running by the first of June next. It forms now the main route to Cincinnati, and is already

of great advantage to our city. It brings us into connection with some of the finest portions of Indiana, and gives us a direct route to Kentucky. It cannot fail to furnish us a large trade.

We have now completed our sketch of the railroads centering in Chicago. We have given the names of the officers as far as we could procure them, in order that our readers might know to whom to write in regard to the business of each respective road. Where the residence is not stated, it may be taken for granted that they live in this city. In most cases we have traced the branches and extensions of the roads leading from this city only into the States adjoining our own. It would have been easy to extend the lines to the Pacific and the Atlantic coast. This is totally unnecessary, as each one of our readers can do it for himself. We have now two Eastern lines, and another will soon be added. The Pacific Railroad must soon become a fixed fact, and should it be built through the South Pass, or through that discovered by Gov. Stevens, we need not stop to speculate as to the influence it will have on the destiny of our city. That certainly needs no illustration.

As the mathematician, after he has wearied himself amid the intricacies of long difficult theorems, at length arrives at the summation of the series, so it remains for us to give a synopsis of our article, that our readers may the better be able to comprehend the great railroad system that has its centre in Chicago.

The following is the total number of roads in process of construction, with the proposed extension and branches of each :

	MILES.
Chicago and Milwaukee,	90
Milwaukee and Fond du Lac,	60
Racine and Beloit Railroad,	65
Illinois and Wisconsin to Janesville,	88½
Fond du Lac Branch, Janesville to F. D. L.,	78
Madison Branch,	35
South Wisconsin, Janesville to Dubuque,	98
Galena and Chicago Union, Chicago to Freeport,	121
Fox River Valley Railroad,	34
Wisconsin Central,	150
Beloit Branch of the Galena,	20
Beloit and Madison Railroad,	47½
Milwaukee and Mississippi, Western division,	
Madison to Prairie du Chien,	96
Madison and St. Paul Railroad,	300
Milwaukee and La Crosse, Western division,	180
Madison and Lake Superior,	275
Chicago and Galena Air-Line, Chicago to Fulton City,	135
Lyons Iowa Central, Fulton to Council Bluffs,	308
Chicago, St. Charles and Mississippi Air Line to Savanna,	130
Chicago and St. Charles Branch to Galena,	30
Galena and Minnesota,	250
Iowa Central Air Line,	225
Chicago and Aurora Railroad to Mendota,	80

	MILES.
Central Military Tract Railroad,	84
Peoria and Oquawka, West. division,	40
Burlington and Missouri Railroad,	280
Northern Cross Railroad, Galesburg to Quincy,	130
Hannibal and Missouri,	205
Chicago and Rock Island Railroad,	181
Mississippi and Missouri, 1st division,	300
do. do. 2d do.	300
do. do. 3d do. Muscatine	
to Cedar Rapids,	59
Peoria and Bureau Valley Railroad,	47
Peoria and Warsaw Railroad,	90
Peoria and Hannibal Railroad,	120
Peoria to Illinoistown, opposite St. Louis,	180
Peoria and Oquawka, Eastern division,	50
Chicago and Mississippi, Alton to Chicago,	265
Great Western, Naples to Springfield,	65
Alton, Illinoistown and Murphysboro,	114
Illinoi. Central Railroad,	704
Wabash Valley Railroad,	360
Chicago and Logansport Railroad to Cincinnati,	280
Fort Wayne and Chicago,	145
Mich. South. and North. Indiana,	242
Cincinnati, Peru and Chicago Railroad,	70
Michigan Central Railroad,	282
New Albany and Salem Railroad,	284
Total. 14 Trunk and 34 Extension and Branch Lines,	7,803

We have not the means of making comparisons; but we should like to see tables from other interior cities. We doubt whether any other city in the Union, not situated on the seaboard, can show a similar list. Lest it shall be said that most of these roads are merely to be built "on paper," we have other tables to give, that will put to flight all such vagaries. The money to build the following lines is all provided to complete them at the time specified in the table; and we have not a doubt that the number of miles in operation will be more, rather than less, than we have given.

The following list shows the roads that are, or will be, completed by the first of December of the present year :

	MILES.
Chicago and Milwaukee Railroad,	90
Illinois and Wisconsin,	88½
Galena and Chicago Union to Freeport,	121
Fox River Valley Railroad,	34
Beloit Branch of the Galena,	20
Beloit and Madison (about),	30
Chicago and Galena Air Line,	135
Lyons Iowa Central, to Tipton,	50
Chicago, St. Charles and Mississippi Air-Line, to Oregon,	95
Chicago and Aurora,	89
Central Military Tract,	84
Peoria and Oquawka, Galesburgh to Burlington,	40
Chicago and Rock Island Railroad,	181
Mississippi and Missouri, to Iowa City, 1st division,	47
Mississippi and Missouri, 2d division, to Muscatine,	80
Peoria and Bureau Valley,	47
Chicago and Mississippi Railroad,	285
Great Western, Naples to Springfield,	65

	MILES.
Illinois Central Railroad (about),	650
Mich. South. and North. Indiana, to Toledo,	242
Michigan Central,	282
New Albany and Salem,	284
Total..11 Trunk and 11 Branch and Extension Lines,	2,979½

	MILES.
Illinois Central,	650
Mich. South. and North. Indiana, to Toledo,	242
Michigan Central,	282
New Albany and Salem,	284
Total..10 Trunk and 3 Branch and Extension Lines,	1,735

But we may be permitted to look forward a year and five months. The following is the list of the roads that now are, or will be, in operation on the first of July, 1855:

	MILES.
Chicago and Milwaukee,	90
Illinois and Wisconsin, to Janesville,	85½
Madison Branch,	35
Galena and Chicago Union, Chicago to Freeport,	121
Fox River Valley Railroad,	24
Beloit Branch of the Galena,	20
Beloit and Madison,	47½
Chicago and Galena Air-Line,	135
Lyons Iowa Central to Iowa City,	73
Chicago, St. Charles and Mississippi Air-Line, to Oregon,	95
Chicago and Aurora,	89
Central Military Tract,	84
Peoria and Oquawka, Galesburgh to Burlington,	40
Northern Cross, Galesburgh to Quincy,	129
Hannibal and St. Joseph Railroad,	205
Peoria and Hannibal,	120
Chicago and Rock Island Railroad,	181
Mississippi and Missouri, 1st division, to Iowa City,	57
Mississippi and Missouri, 2d division, to Muscatine,	30
Mississippi and Missouri, 3d division, Muscatine to Cedar Rapids,	50
Peoria and Bureau Valley,	47
Chicago and Mississippi Railroad,	285
Great Western, Naples to Springfield,	65
Illinois Central,	784
Fort Wayne and Chicago,	145
Michigan Southern and Northern Indiana, to Toledo,	242
Cincinnati, Peru and Chicago Railroad,	70
Michigan Central Railroad,	282
New Albany and Salem Railroad,	284
Total..12 Trunk and 16 Branch and Extension Lines,	3,889

But lest any venerable "croaker," "with spectacles on nose," should still be in doubt as to our commercial facilities, we submit one more list.

The following table exhibits the number of railroads that are now in operation, leading into this city, with the number of miles that are now completed:

	MILES.
Illinois and Wisconsin, to Deer Grove,	82
Galena and Chicago Union, to Freeport,	121
Beloit Branch of the Galena,	20
Galena Air-Line, to Lane, Ogle co.,	75
Chicago, St. Charles and Mississippi Air-Line,	10
Chicago and Aurora,	89
Chicago and Rock Island,	181
Chicago and Mississippi, Alton to Bloomington,	132
Great Western, Naples to Springfield,	65

On these roads there will be daily leaving and entering the city on the first of May next forty-six trains, making in all ninety-two trains per day over the roads, to accommodate our travel and commerce. Here is a fact which, had we time, it would be worth while to stop and contemplate. A fact of still greater significance is, that less than two years ago we had only one railroad entering the city—the Galena and Chicago Union—and that was finished only a few miles. Now we have 1,785 miles, counting only two States from our own, and by the first of December we shall have 2,979½ miles. Can it be wondered at that our city has doubled its population within the same time, and that the price of real estate and business of all kinds have increased in a corresponding ratio. Splendid fortunes have been made in two years. Men who were trading in small seven-by-nine wooden tenements, now find a splendid brick store too small to accommodate their customers. Real estate in the suburbs of the city that could be bought five years ago for fifty dollars per acre, is now worth five thousand, and many fortunate speculators have realized splendid fortunes. The rise in real estate is by no means confined to a few shrewd operators. From the first our citizens generally have been determined to have a home of their own. Generally they would purchase a lot eighty feet front, and often four or even ten times that amount. The rise in the value of their homes, so much larger than was necessary in a city, has placed many a family in easy circumstances.

But will some cautious wisacre ask, Are these things to continue? We will not stop to answer the question, but will simply say, on the first of January next we shall have 3,000 miles of railroad leading into the city, and by a year from that time it will be entirely safe to add another thousand. How much it will augment the business of the city, and appreciate the value of real estate to double the miles of railroad centering here, and to double the population of the city, and also of the magnificent country which is tributary to it, we shall leave the ultra cautious to estimate. The railroads will certainly be finished, but we shall not hazard an opinion as to the population of the city or the price of real estate on the first of January, 1856. We hope to be

wiser then, and we know our readers will, if we and they live to see that "happy new year." Time will show.

There is another most important fact that should be considered, in speaking of Chicago, as a great railroad centre. She has not, in her corporate capacity, invested *a single dollar in any of them*. While the bonds of other cities are hawked about in Wall street to build railroads that in turn are expected to build the cities in which they terminate, Chicago has prudently kept aloof from all such dangerous speculations. All our roads have been projected and will be built by private enterprise. This shows that capitalists have placed abundant confidence in our commercial position, and the result is demonstrating most clearly that they have judged correctly. We refer to this matter with peculiar satisfaction, and we are sure it will have an important bearing in shaping the future destiny of the city.

It may be answered, that the city would have made large sums by investing her credit in railroad stocks. It is true that Galena stock and that of several of our other roads sell at prices that astonish Eastern capitalists, who are ignorant of the resources of the Central States, and the cheapness with which our roads are built. The stock, however, sells for no more than it is really worth; and we should not be surprised to see it attain a much higher figure. But experience has shown that, where cities become involved in extensive schemes of internal improvement, corrupt demagogues generally find means to fatten upon the public treasury, and in the end bring ruin and disgrace upon the community whose confidence they had managed to secure. From all such dangers Chicago is entirely free. She has, it is true, issued her bonds to construct the water works, and she has, in addition, a small floating debt. But the water works will, in a few years, liquidate the debt contracted for their construction, and she can, without serious inconvenience, pay all her other liabilities in, at most, three or five years. The important fact is worth repeating, that Chicago, a city that will have three thousand miles of railroad in operation centering in it, on the first of January next, DOES NOT OWE A SINGLE DOLLAR FOR THEIR CONSTRUCTION.

Our task is accomplished. We ask our citizens to contemplate the magnificent system of public works that have been completed in two short years. The past is certain. To the future let us look, and gird ourselves for the work that is before us. From almost every place in the Union, and from across the wide Atlantic, the industrious

and the enterprising are seeking a home in the "Garden City." Let us give them a warm-hearted, generous welcome. Along our broad streets, or upon our wide-spread, beautiful prairies, we have ample room for them all. Let them come, and identify themselves with the great central commercial city of the Central States!

From Daily Press of Jan. 31.

Other Advantages and Facilities.

Casual readers may, perhaps, inquire what other facilities and advantages Chicago possesses beside her railroads. We answer, in the first place, that her bills of mortality show her to be one of the very healthiest of American cities. During the year 1853, the ratio of mortality in five of the leading cities was as follows:

New York.....	1 to 27½
Philadelphia.....	1 to 45
Baltimore.....	1 to 39
Boston.....	1 to 36¾
Chicago.....	1 to 50¼

In the second place, our city is situated at the terminus of the great chain of Northwestern lakes, giving us, during the season of navigation, access to the New York canals and the St. Lawrence river. Chicago must therefore be, for all time, the great collecting and distributing point for the vast region of country brought into commercial relation with her by means of her extended system of railroads. Prospectively, we might speak of the ultimate free navigation of the St. Lawrence, by which means vessels loaded at our docks will be able to make their way to the ocean, and thence direct to the docks of Liverpool or any other trans-Atlantic mart.

Then again, Southward, the Illinois and Michigan Canal gives us water communication with the Mississippi and its various tributaries; and much of the increase of the business of our city, for the past five years, has come from this source.

Some sixty miles south of the city we touch the northern rim of the great Illinois coal-field, over which passes a number of our railroads, and which is also traversed by the Illinois and Michigan Canal and the Illinois river. From this source an endless supply of fuel for domestic and manufacturing purposes is insured. Westward are the lead mines, and northward the iron and copper mines of Lake Superior. These facts point to Chicago as the ultimate seat of extensive manufactures.

Lastly, our city is situated in a genial climate, and in the heart of a district that is unsurpassed in its agricultural resources. The country is rapidly filling up with an enterprising and industrious population, and on every hand, both in country and city, are to be seen the evidences of general thrift and prosperity.

From Daily Press of January 31.

The Population of Chicago.

As this number of our paper will be read by many persons who do not see the *Democratic Press* regularly, we subjoin the population of Chicago at various periods:

1840,	-	-	-	4,479	1845,	-	-	-	26,025
1843,	-	-	-	7,500	1849,	-	-	-	27,047
1845,	-	-	-	12,188	1850,	-	-	-	28,209
1846,	-	-	-	14,119	1852,	-	-	-	30,733
1847,	-	-	-	16,859	1853,	-	-	-	60,652

This table will prove that the commercial and manufacturing facilities of Chicago are being appreciated. There is no other city east of the Rocky Mountains that can show a ratio of increase at all corresponding with the above. When to this we add that, with all our population and capital, we have not half the money nor half the laborers that the commerce, manufactures and general improvement of the city require, some faint conception may be formed of the strong inducements which are held out here to bring both capital and industry among us. There is not an idle dollar nor an idle arm or head in Chicago, unless it be from choice.

HISTORY OF CHICAGO.

AFTER we published our article on "CHICAGO AND HER RAILROADS," January 31st, it occurred to us that a short sketch of the history of Chicago would not prove unacceptable to our readers. At first we intended merely a brief notice, to show her rapid growth, in connection with our Annual Review of the business of the city. The more we studied the subject, and consulted those who have been here since the wolves were accustomed to visit every part of the city in the night, and the wigwag of the painted savage dotted the prairie on every side, the more have facts accumulated upon our hands, till now our only difficulty is to know what to reject. The rapid growth of the city within the last eight years—her immense increase in wealth and population—the proud position she has assumed among the commercial cities of the Union, and the certainty that her march will be ONWARD, till she yields in importance only to New York, have created a very general desire among a portion of our own citizens, and especially in the Eastern States, to know more of her past history as well as her present resources and future prospects. The history of Chicago is intimately connected with the settlement and growth of the other parts of the State, and it will be equally interesting to notice in a few paragraphs some facts in relation to the settlement of this part of the Mississippi Valley.

The origin of the term Illinois is given in the "Western Annals," edited by Rev. J. M. Peck, as follows: "The name Illinois is derived from *Leno*, 'man.' The Delaware Indians call themselves *Lenno-Lenape*, which means 'original, or unmixed men.' The term *manly* men, to distinguish themselves from mean, trifling men, would convey the exact idea. The tribes along the Illinois gave the French explorers to understand that they were *real men*. They said '*leno*,' or '*leni*.'" The termination "*ois*" is undoubtedly of French origin. As all strange and uncouth

sounds are liable to be mis-spelled, it is very easy to see from the above how the beautiful name which our State bears was formed from the language of the first monarchs of the soil.

The "Illini," or Illinois Indians, occupied all the territory north of a line drawn northeast and southwest through the city of Ottawa, extending east to the Wabash, and west to the Mississippi river. The term was also applied to an indefinite territory west of the Mississippi.

The first white men who ever visited this region were Marquette and Joliet, two Jesuit missionaries, who explored this section of the Mississippi valley in the years 1662-3. Hennepin and La Salle followed a few years later, and as a consequence of these several explorations and discoveries, a magnificent scheme was formed by France to extend her possessions from Canada to New Orleans, and thus having embraced the entire inhabited portion of the Western Continent, to advance Eastward, and secure the authority over the vast empire which her eminent statesmen even then foresaw must ere long occupy this magnificent country. The plan was well arranged, and its accomplishment constantly kept in view for nearly a hundred years by the adventurous sons of La Belle France, but it was completely overthrown by the gallant Wolfe on the plains of Abraham, on the 13th of September, 1759. As a consequence of that victory, Canada fell into the hands of the English. The war of the revolution transferred the northwestern possessions of the British to the United States, and the purchase of Louisiana by Mr. Jefferson from the French in 1803, gave us the possession of the entire Mississippi Valley. The wisdom of that purchase, though strenuously opposed at the time, is now acknowledged by all parties.

Early in the revolutionary war Col. G. R. Clark had formed the design of attacking the forts of the British at Detroit and in Southern Illinois, and laid his plans before the Virginia Legislature.

On the 2d of January, 1778, he received authority from Patrick Henry, then Governor of that State, to raise troops and to march westward on his bold and hazardous enterprise. This expedition was successful, and as a consequence, Virginia laid claim to the territory north and west of the Ohio river. This claim was acknowledged by the other States, and Illinois was organized as a county of Virginia in October, 1778. The act was practically inoperative, as we cannot find that any one in behalf of that State carried the law into effect. From that time till 1784 there was no legal authority in the State. The people were "a law unto themselves," and to the credit of the early settlers, the annalist adds, that "good feelings, harmony and fidelity to engagements prevailed." In March, 1784, Virginia ceded to the United States all her claim to the territory northwest of the Ohio; and in 1790 Gov. St. Clair organized the county which bears his name. From the year 1800 to 1809 Illinois was attached to the Territory of Indiana. In February of the latter year Congress passed an act establishing the Territory of Illinois, and appointed the Hon. Ninian Edwards, then Chief Justice of Kentucky, Governor of the Territory, and Nathaniel Pope, Esq., of Kaskaskia, Secretary. The Territory was organized by Judge Pope in March, and Gov. Edwards arrived in June, and assumed the duties of his office.

The first Territorial Legislature convened at Kaskaskia on the 25th of November, 1812; the Council, or Upper House, consisting of five, and the Assembly of seven members. The author of the "Western Annals" says of this body: "They did their work like men devoted to business matters. Not a *lawyer* or an *attorney* is found on the list of names. They deliberated like sensible men—passed such laws as they deemed the country needed; made no speeches, had no contention, and after a brief session of some ten or twelve days, adjourned." We are sorry to say, that this good example has had too little influence upon succeeding Legislatures.

In 1815, Hon. Nathaniel Pope was elected as Representative of the Territory in Congress. The north line of the Territory, as originally defined, ran due west from the south bend of Lake Michigan to the Mississippi. Judge Pope, seeing the importance of having a lake front in the future State of Illinois, procured the passage of an act extending that line north to the parallel of 42 degrees and 30 minutes, thus securing a most important portion of territory from our sister State of Wisconsin.

Congress passed an act in 1818, approved by

James Monroe, April 18th, authorizing the people to form a State Government, provided it should be ascertained that it contained 40,000 inhabitants. All accounts agree in estimating the total number of people at about 30,000; but the different Marshals, by *accidentally* counting the emigrants, who were coming in or passing through the State, several times, made out the full number. Delegates to form a constitution were elected, who met at Kaskaskia in July, 1818, and having completed their labors, they signed the constitution, and adjourned on the 26th day of August. The constitution was adopted by the people, and the first Legislature convened at Kaskaskia, on the first Monday in October following. Shadrach Bond, of Kaskaskia, was elected Governor, and Pierre Menard, of the same place, Lieut. Governor.

It will be seen, from the above, that it is not yet *thirty-six years* since our State Government was formed; a State which has now more than a million of inhabitants, and whose principal commercial city has more than 60,000 inhabitants, and 1,785 miles of railroad completed, contributing to its prosperity. By the first of January next, it will have 3,000 miles finished and in operation.

We have found a great deal that is both instructive and amusing in the early legislation of the State, but we have room for only a single incident. It must be borne in mind, that the first settlements were made in the southern parts of the State, by emigrants principally from Virginia, Kentucky, and some of the other Southern States. Many of them had a sort of "holy horror" for that ubiquitous, ever-trading sharper, "the live Yankee." To guard against his depredations, a law was passed, February 14th, 1823, duly enacting, that "No person shall bring in and peddle, or sell, wooden clocks in this State, unless they first take out an extra license;" for which the price was \$50. The penalty for violating the law was fixed at the same sum. This "said sum" would make a sad inroad upon Jonathan's profits, and hence, under the impulses of his "higher law" notions of the value of money, he pursued his "chosen calling" without any regard to the majesty of the law in "such case made and provided." He was of course arrested, and in due form arraigned before the court of Fayette county. The fact of "*selling*" was not denied, but it appeared in evidence that one Yankee brought them "*in*"—across the river at St. Louis—and another "*sold*" them. The counsel for the prisoner—our fellow citizen, Wm. H. Brown, Esq.—contended that it must be shown

that the prisoner did both "*bring in and peddle or sell*." Jonathan, as usual, escaped, and went on his way "peddling" and "selling" his wooden wares. We believe his "*Yankeeship*" has always, since the failure of that law to "head him off," been permitted to exercise his peculiar habits without "let or hindrance."

The history of our city is very intimately connected with that of the Illinois and Michigan Canal. The idea of a canal connecting the waters of the Lakes with those of the Mississippi, was suggested as early as 1814. In Niles' Register of August 6th the following paragraph may be found:

"By the Illinois river it is probable that *Buffalo*, in New York, may be united with *New Orleans* by inland navigation, through Lakes Erie, Huron and Michigan, and down that river to the Mississippi. What a route! How stupendous the idea! How dwindles the importance of the artificial canals of Europe compared to *this* water communication. If it should ever take place—and it is said the opening may be easily made—the Territory (of Illinois) will become the seat of an immense commerce, and a market for the commodities of all regions."

How strange to us appear some of the expressions in this paragraph. Then, all west of Ohio was an unbroken wilderness, inhabited only by savages, with here and there a fort or trading post, and a few small French settlements along the Mississippi. Little did the writer think that in only *thirty-four* years his "stupendous idea" would become a common-place reality, and that in less than forty years a city of more than *sixty thousand* people would be reposing in quiet dignity at the northern terminus of that canal! What an "*immense commerce*" that city has enjoyed the past year, the sequel of this article is designed to show.

At the first session of the Illinois Legislature in 1818, Gov. Bond brought the subject of a canal from Lake Michigan to the Illinois river prominently before that body, and his successor, Gov. Coles, in 1822 devoted a large space in his message to the elucidation of the same topic. By an act passed February 14th, 1823, a Board of Canal Commissioners was appointed, and in the autumn of that year a portion of the Board, with Col. J. Post, of Missouri, as Chief Engineer, made a tour of reconnoissance, and in the autumn of 1824 Col. R. Paul, an able engineer, residing at St. Louis, was also employed. Five different routes were surveyed, and estimates made of the cost of the canal. The highest estimate was \$716,110.

At this time, 1823, only thirty-one years ago, the Sangamon river and Fulton county were the northern boundaries of civilization, and in that region there were only a very few inhabitants. The whole northern portion of the State was still under the dominion of the wolf and the savage, with no prospect of its settlement for an indefinite time to come. The leading idea of the citizens of the south half of the State, where the population was then concentrated, was to open a water communication for them by the Lakes and the Erie Canal with New York city.

On January 18th, 1825, an act was passed to "incorporate the Illinois and Michigan Canal Company, with a capital of \$1,000,000. As the stock was not taken, a subsequent Legislature repealed the charter. In the meantime, our Senators and Representatives in Congress were urging upon that body the passage of an act granting to this State lands to aid in the construction of the proposed canal. The Hon. Daniel P. Cook, from whom this county is named, has the credit of leading in this movement. Accordingly, on the 2d of March, 1827, Congress granted to the State of Illinois every alternate section in a belt of country extending six miles on each side of the canal. Owing to financial embarrassment, nothing effectual was done till January 22d, 1829, when the Legislature passed a law organizing a Canal Board, and appointed Dr. Jayne, of Springfield, Edmund Roberts, of Kaskaskia, and Charles Dunn, Commissioners. These Commissioners were empowered, among other things, to locate the canal, lay out towns, to sell lots, and to apply the proceeds to the construction of the canal.

In the autumn of 1829 the Commissioners came to Chicago, having employed James Thompson to survey and lay off the town. His first map bears date August 4th, 1830. It is in the Recorder's office.

Hon. S. D. Lockwood, now a resident of Batavia, Kane county, came up with the Commissioners in the autumn of 1829. We are indebted to him and to Wm. H. Brown, Esq., for much valuable information in reference to the early history of the State. Both these gentlemen are among the oldest citizens in Illinois, as they landed at Shawneetown in 1818, the same year the Constitution was adopted. We have the men among us who have seen the State in her infancy, and now look upon her with pride, assuming a commanding position among the oldest States of the Union.

The list of families residing here in the autumn of 1829, as given by Judge Lockwood, is as fol-

lows: John Kinzie, the father of our present excellent Alderman, John H. Kinzie, resided on the north side, a little west of McCormick's factory. West of Mr. Kinzie's, near the site of the Galena Railroad's freight depot, east of Clarke street, lived Dr. Wolcott, son-in-law of Mr. Kinzie; Dr. Wolcott was, at the time, Indian Agent. Near the forks of the river, a little west of where Steele's warehouse now stands, John Miller kept a "log tavern." On the south side, near the present residence of James H. Collins, Esq., a little south of the old fort, was the house of John B. Beaubien. Besides these, there were some three or four Indian traders living in log cabins on the west side.

There were, of course, the officers and men connected with Fort Dearborn. Perhaps we may as well pause here and notice the building of the fort, and some other facts connected with our earlier history. It was built by the Government in 1804, and manned with a company of about fifty men and three pieces of artillery. Everything remained quiet till 1812, when the war broke out with Great Britain, and our Government, apprehensive that so distant a post among the savages could not be maintained, ordered it to be evacuated. The commander was required to distribute the government property among the Indians, and to march with his troops to Fort Wayne.

The fort was at that time well supplied with provisions and military stores, and might have maintained a siege for a long time against any force that the Indians could have brought against it; and nearly all the officers remonstrated against carrying out the instructions; but Capt. Heald determined to obey to the letter the orders of his superiors. The Pottawatomies were well known to be hostile, but Capt. Heald called a council on the 12th of August, 1812, and laid the propositions of the Government before them, asking, in return, an escort to Fort Wayne. This the Indians promised to give. The distribution was to be made the next day. During the night, lest the guns and ammunition which they would necessarily be forced to leave, might prove a dangerous gift to the savages, the powder was thrown into the well, and the guns were broken and destroyed. The liquor shared the same fate. The cannon were thrown into the river.

The next day the Indians came together to receive the presents, but their countenances betokened anger and deep-seated revenge when only the goods of the United States factory were distributed among them. They charged the whites with bad faith, and left with feelings

aroused to the highest pitch of resentment. In the afternoon Capt. Wells, the brother of Mrs. Heald, arrived from Fort Wayne with fifteen friendly Miami Indians, to act as a guard in the retreat that was to follow. On the morning of the 15th of August the troops took up their line of march for Fort Wayne. Capt. Wells, with the friendly Miamis, acted as the advance guard; and a band of Pottawatomies, according to the stipulations made three days previous, followed at a short distance in the rear. They had proceeded in this order along the Lake shore about a mile and a half, to a point near the residence of Mrs. Clarke, when they were suddenly attacked by a party of Pottawatomies, who lay in ambush behind the sand hills, upon the right of their line of march. Capt. Heald immediately ordered his men to form and charge the enemy, which movement was scarcely effected before they received a volley of balls from their savage foe. The troops did not flinch for a moment, but charged and dislodged the Indians in front; but their great numbers enabled them at once to turn the flanks of the troops, and to gain possession of the horses and baggage. At the first fire the Miamis galloped off, and could not be induced to join in the action. Capt. Heald, confident that further resistance was entirely vain, withdrew his troops to a small elevation, and awaited the movements of the enemy. They held a council, and soon their chiefs, of whom *Black Partridge* was the leader, motioned Capt. Heald to approach. They met, and Capt. Heald agreed to surrender, on condition that the lives of the prisoners should be spared. The troops delivered up their arms, and were marched back to the fort. The loss in the action, and in the subsequent massacre—for the Indians did not fully comply with their agreement—was twenty-six of the regular troops, twelve—being the entire number of the militia—two women and twelve children—in all fifty-two. The children were placed in a baggage wagon, and fell victims to the tomahawk of a single merciless savage, after the troops had surrendered. Capt. Wells was among the slain. Capt. Heald and his wife were also wounded, as also were Lieut. and Mrs. Helm.

The next day the fort was plundered and burnt, and the prisoners were distributed in various directions. The family of Mr. Kinzie were taken across to St. Joseph in a Mackinaw boat, and subsequently to Detroit. In due time the prisoners were ransomed, and found their way to their Eastern friends. No effort was made to re-establish the fort during the war. In 1816 it was rebuilt under the direction of Capt. Bradley.

It continued to be occupied by a company of troops till 1837, when, the Indians having left the country for a long distance west of us, it was abandoned. On a part of the grounds of the fort our magnificent Marine Hospital now stands. The buildings occupied by the officers are most of them standing. To us the object of greatest interest is the old block house, and we wish here to put in an earnest plea that it may be preserved as long as one log will "lie upon the other." It is about the only relic of "hoary antiquity" in our city worth preserving. It was built thirty-eight years ago, when the whole country was filled with savages. Let it be surrounded with a neat iron fence, that we may be able to illustrate to our children the nature of the defences which the early settlers of Chicago were obliged to adopt. Let the giant arm of modern improvement, if necessary, sweep away every other vestige of Fort Dearborn, but let the shrill scream of the locomotive, as it brings up its long train of cars from the Gulf of Mexico, or rests from its labors after the mighty race of a thousand miles from the Atlantic seaboard, age after age, echo around this humble, but significant monument of the past.

Our "oldest inhabitant," at least in one view of the subject, is our excellent fellow citizen, Alderman John H. Kinzie. He was born in Canada, nearly opposite Detroit, and when an infant only a few months old, was brought to this city by his parents in 1804. He is a son of John Kinzie, mentioned above as an Indian trader. Mr. Kinzie settled here in that capacity in 1804, when the fort was first built. Our fellow citizen, Gurdon S. Hubbard, Esq., came here in 1818, and was then in the employ of the American Fur Company, at the head of which was John Jacob Astor. He frequently was in the town for several days or weeks at a time, but neither Mr. Kinzie nor Mr. Hubbard were settled here permanently till 1833 or 1834. Mr. Kinzie spent his boyhood here, but was afterward located at Mackinaw and on the Upper Mississippi for many years.

Our oldest *permanent* resident in the city is Col. R. J. Hamilton. In this view of the case, he is certainly entitled to the honor of being the "OLDEST INHABITANT." He came here April 9th, 1831, and this has been his *home* ever since. G. W. Dole, Esq., came here May 4th, 1831, and P. F. W. Peck, Esq., July 15th of the same year. But though not living in the city limits, A. Clybourne, Esq., has been identified with it, or rather with the place that became Chicago, since August 5th, 1823. He has resided since that

time on the west side of the North Branch, about three miles from Lake street bridge. The city limits extend north of his residence on the east side of the river. We have given the dates when each of these gentlemen came to Chicago, and some of the circumstances connected with the claims of each to the important distinction of being the "oldest inhabitant," and here we leave the decision to our readers, satisfied that neither of them would have dared to predict even ten years ago what Chicago would be in the year 1854.

So far as we have been able to learn, the "oldest inhabitant" *born* in Chicago, and now living here, is a lady—we beg pardon for saying it—she is an *unmarried lady*. Be not amazed, ye spruce anxious bachelors, and if you can count your gray hairs by scores, stand aside, for we are quite sure there is no chance for you. She is not only an unmarried lady, but a *YOUNG LADY*, only twenty-two years of age, as she was born in Fort Dearborn in the early part of 1832. We have not the pleasure of her acquaintance, and at the peril of incurring her displeasure, we venture to state that the "oldest *native* inhabitant" of Chicago, a city of more than 60,000 people, is Miss Ellen Hamilton, the daughter of our good friend, Col. R. J. Hamilton.

In 1818, when Gurdon S. Hubbard, Esq., came to Chicago, there were but two white families here. John Kinzie lived on the north side, a little west of where McCormick's factory now stands. Antoine Oulimette, a French trader, who had married an Indian woman, lived near the ground occupied by the Lake House. The fort was occupied by a detachment of troops under the command of Captain Bradley. The American Fur Company had trading posts at convenient distances all through this country. At that time only a single schooner of 30 or 40 tons was sent round from Buffalo with provisions for the fort, during the summer season.

In the fall of 1828 the Winnebagoes, who inhabited the territory west of us, became restless, and threatened the destruction of the fort. Our fellow citizen, Gurdon S. Hubbard, Esq., went alone on horseback to the settlements on the Wabash, and procured reinforcements. He was absent only seven days. The Indians were pacified by the presence of a large force under Gen. Atkinson, and very little mischief was done, beyond the murder of a few travelers.

Col. R. J. Hamilton came to this city as above stated in April, 1831. Cook county had been organized the month previous. He soon obtained a high position among his fellow citizens,

and at that time, young and full of energy and vigor, and not the man to shrink from responsibility, we wonder that he was not crushed with the weight of the "blushing honors" that fell to his share of the spoils in the new county of Cook. In the course of the year, he became Judge of Probate, Recorder, County Clerk; discharged gratuitously the duties of Treasurer, and was Commissioner of Schools. The good Colonel would find his hands full were he to fulfil the duties of all these offices at the present time. We have availed ourselves of his early and accurate knowledge of events for most of the facts which are contained in some half dozen of the succeeding paragraphs.

The county of Cook, in 1831, embraced all the territories now included in the counties of Lake, McHenry, Dupage, Will, and Iroquois. At that time Fort Dearborn was occupied by two companies of U. S. Infantry, under the command of Major Fowle. The resident citizens were Mr. Elijah Wentworth and family, occupying a house partly log and partly frame, owned by Mr. James Kinzie, and situated on the ground now occupied by Mr. Norton as a lumber yard. Mr. W. kept a tavern, the best in Chicago. In the vicinity of this tavern resided Mr. James Kinzie and family, Mr. William See and family, Mr. Alexander Robinson and family—now living on the Des Plaines—and Mr. Robt. A. Kinzie, who had a store composed of dry goods—a large portion of them Indian goods—groceries, &c., &c. Across the North Branch of the Chicago river, and nearly opposite Mr. Wentworth's tavern, resided Mr. Samuel Miller and family, and with them Mr. John Miller, a brother. Mr. Miller also kept tavern. On the east side of the South Branch and immediately above the junction with the North Branch, resided Mr. Mark Beaubien and family, who also kept tavern; and a short distance above him on the South Branch resided a Mr. Bourisso, an Indian trader. Between Mark Beaubien's tavern and Fort Dearborn, there were no houses, except a small log cabin, near the foot of Dearborn street, and used as an Indian trading house. Near the garrison and immediately south, on the property sold by James H. Collins, Esq., to the Illinois Central Railroad Company, was the residence of J. B. Bubien and family, who was connected with the American Fur Company in the Indian trade. He had near his residence a store, containing such goods as were suitable to that business. A short distance south of him on the lake was a house, then unoccupied.

On the north side of the river and immediately opposite the garrison, stood the old "Kinzie House," as it was commonly called, which was also then unoccupied, and in a very dilapidated state. A short distance above on the main branch of the river, and on the ground occupied by the Chicago and Galena Railroad Company, stood what had been the Government Agency house, and known to the "oldest inhabitant" as "Cobweb Castle." That was then unoccupied, Dr. Wolcott, the Government Agent, having died the fall before. In its vicinity were several small log buildings for the accommodation of the blacksmith, Interpreter, and others connected with the Agency. The blacksmith then occupying one of the buildings, was a Mr. McGee, now living in Dupage county. Billy Caldwell, the principal chief of the Ottawa, Pottawatomie and Chippewa Indians, occupied another. He was then Interpreter for the Agency. Col. Thomas J. V. Owen, who had been the winter before appointed to succeed the late Dr. Wolcott, had not then taken up his residence in Chicago; G. Kercheval, who was then sub-Agent, was then here. Dr. E. Harmon, the father of C. L. Harmon, and James Harrington of Geneva, Kane county, had taken up their residence here, and were making claims on the lake shore—Dr. Harmon where Mrs. Clarke now lives, and Mr. H. immediately north and adjoining.

Here we have some dozen families in the spring of 1831—only TWENTY-THREE YEARS ago—constituting, with the officers and soldiers in the fort, the entire population of Chicago. Now the city numbers more than sixty thousand, and its blocks of splendid stores, its fine churches, its railroads, and extensive commerce, are the wonder and admiration of all. We have never spent much time in reading works of fiction, but if there is any thing in that dreamy literature more astonishing than these facts, we certainly have never seen it.

In June following the garrison, by order of the Secretary of War, was abandoned by the troops, and left in charge of Col. T. J. V. Owen, the Government Agent of the Ottawa, Pottawatomie, and Chippewa Indians; and by September, the fort, together with the old Kinzie House and the one on the lake shore, (formerly vacant) were filled with emigrant families. In the latter part of September, the payment of the Indian annuities was made by Col. Owen. There were present on that occasion about four thousand Indians, and among them was a deputation of eight Sauk and Fox Indians belong-

ing to the band of the celebrated BLACK HAWK. Their object was to induce the Ottawas, Pottawatomies and Chippewas, to join them in their contemplated invasion of the Rock River country and to wrest it from the whites, who they alleged had obtained it fraudulently. Had it not been for the influence of Billy Caldwell little doubt was entertained of the success of the mission. Caldwell was well advised of the weakness of the Indians, and the strength of the Government, and by his influence and representations, prevented the alliance. After the payment, a scene of drunkenness, debauchery and violence occurred, such as is never witnessed, except at an Indian payment.

During the fall, in the month of November, the schooner *Marengo*, belonging to Oliver Newbury of Detroit, arrived. She had been looked for with much anxiety for some weeks. She encountered a heavy gale on Lake Michigan, which was just subsiding on her arrival—There being no harbor, she anchored out in the lake, more than half a mile from the shore, nearly in front of the fort, where she remained until the lake had become sufficiently calm to unload. This could only be done by the aid of small boats, crossing the bar at the mouth of the river which then emptied into the lake near the foot of Randolph street. The "*Marengo*" was commanded by Captain Stewart, a veteran sailor who had long been in the employment of Mr. Newbury. The *Telegraph*, which arrived in July, and the *Marengo* were the only arrivals during the season, except the one that transported the troops to Green Bay. The principal part of the population of Chicago during the winter of 1831-2 occupied the quarters in the garrison, and were ministered to, in the way of creature comforts, by our estimable citizen, Geo. W. Dole, who was the only merchant then in Chicago, except Mr. R. A. Kinzie at "*Wolf Point*," which was the name given to the "*settlement*" at the junction of the North and South Branches, where Mr. Norton's lumber yard is now located.

The winter was long and intensely cold, and the population of the surrounding country so sparse, that no traveller could be found sufficiently reckless to traverse it. There were then *no mail routes, post roads nor Post Offices at Chicago*, and the only means its inhabitants had of knowing any thing of the world was by sending a half-breed Indian once in two weeks to Niles, in Michigan, to procure all the papers, both old and new, that could be had, "*Great caution*," says Col. Hamilton, "*was exercised in reading the old first, that we might be pro-*

perly advised of events in the *world* as they occurred. The trip was made on foot, and usually occupied a week. The arrival of "*the mail*" was an event of quite as much interest then as it is now; but notwithstanding our exclusion from the world, we were not unhappy, and doubtless enjoyed ourselves as well as its inhabitants now do."

"A debating society was formed, composed of most of the male inhabitants of the fort, over which presided our venerable fellow-citizen, J. B. Buben, and with much efficiency and dignity. Although not very conversant with 'Jefferson's Manuel,' he had no occasion to use it, as every member was disposed to be orderly and behave himself; and each and all felt bound to contribute as much as possible to the general sum of knowledge and usefulness. To vary the amusement, a dance was occasionally got up at the house of Mark Beaubien, Esq., and for those who had no taste for such amusement, a religious meeting was held generally once a week in the fort, by the late Mark Noble, Jr., and his wife and two daughters, and Mrs. R. J. Hamilton, who were all members of the Methodist Episcopal Church."

These early meetings had a most happy effect upon all within their influence. Mrs. R. J. Hamilton, first wife of Col. H., contributed very much to their interest, as she was a lady of great intelligence, enlarged views, and devoted piety. She was for many years among the first in all religious and benevolent enterprises.

Col. Hamilton pays a just tribute to the zeal and piety of Mr. Noble. He was the principal speaker at all these meetings, and his exertions in the cause of truth were greatly blessed. He was a man of practical common sense, and large experience, and was fitted for a "standard bearer" on the borders of civilization. It will be seen that the Methodists were here as almost every where the pioneers in Christianity. They did not, however, establish the first church, as will be seen further on in our sketches.

Thus passed the winter of 1831-2. On the approach of spring, it was announced that "Black Hawk," a Sauk chief, was moving up Rock river, with about five hundred Sauk and Fox Indians, with demonstrations of a hostile character, unless he could be permitted to remain on the lands formerly ceded to the United States. The rumor was confirmed by the arrival of the Hon. Richard M. Young, at Fort Dearborn, who was then one of the Circuit Judges of the State, and within whose judicial District Chicago was at that time. Judge

Young was accompanied by Benjamin Mills, Esq., then a leading member of the Illinois bar, and our late fellow-citizen Col. Strude, all from Galena. They had come by the way of Dixon, and from the conduct of the Indians assembled there, were convinced of their hostile intentions. Before the adjournment of the court other intelligence arrived confirmatory of these statements. The Indians continued to move up Rock river until they arrived at the Kishwaukie, a tributary of Rock river, where they made a halt. An expedition was organized under the command of Major Stillman of Peoria, from the counties of Tazewell and Peoria, principally with the object as then understood to watch the movements of the Indians and protect the few settlements on the extreme frontier from their depredations; but with the further understanding, that they were not to strike the first blow. They proceeded up Rock river until within a few miles of the Indian encampment, and by some want of discipline and caution, an action was brought on against a portion of the Indians, which resulted in a disastrous defeat and total rout of the whole of Major Stillman's force. Almost immediately after the defeat of Major Stillman, the Indians, in bands, made a descent on the settlements on Fox river, at Hollenback's and Holderman's Grove, and at other points on the river where there were settlements, burning the houses and destroying the property, and had it not been for the friendly interposition and warnings of Sha bo-nee, an Ottawa chief, who, till within a few years, lived at Shabbona's Grove, many of the people must have been massacred. Some barely escaped, being sufficiently near to witness the smoke ascending from their burning houses—what few inhabitants were in the surrounding country made their way to Chicago to seek safety in Fort Dearborn, and by the 10th of May, the Fort contained a population of near seven hundred souls, two-thirds of whom were women and children. This great disproportion of women and children was occasioned by the male heads of families taking their provisions and whatever else they could muster to drive their stock into the settled parts of the country, mostly on the Wabash. Col. Owen, the Government agent, was then in charge of the Fort, and no effort on his part was spared to accommodate all that came. He had himself a large family and occupied the commander's quarters, but he confined himself to a single room, and gave up the rest to those who came in from the country. Gholson Kerecheval and Col. Hamilton were appointed quartermasters to arrange

quarters equitably among the people, and in many cases fifteen and twenty occupied a room that would not more than comfortably accommodate a family of four or five persons.

Information was again received through "Billy Caldwell," by Col. Owen, that the hostile chiefs were tampering with the Ottawa, Pottawatomie and Chippewa Indians belonging to his agency, and that in consequence of the success in the fight at Kishwaukie, many of the young men were strongly inclined to join them. It was with difficulty the chiefs could restrain them. A consultation was had with Messrs. Robinson and Caldwell, both influential chiefs among the Indians, who advised an immediate council with the principal chiefs together with some of their young men, at which Col. Owen was to address them, and let them know distinctly that if they formed any alliance or connection with Black Hawk, or furnished them men or aid of any kind, the Government would hold them to a strict accountability for it, and would punish them severely. The council was held at or near the place where the Rev. Mr. Richardson's church now stands, in the North Division of the city. There were present a number of the chiefs of the United Nations, including Caldwell and Robinson, and Col. Owen, and Col. R. J. Hamilton on the part of the Government. The council was opened by a few remarks from Caldwell to the chiefs. Blackfoot, a chief of considerable influence and power, then addressed the council. He recounted many of their grievances, and charged the government with gross injustice towards them, and concluded by remarking that now was a good time to redress them. His speech was evidently well received by the young men. Col. Owen followed him, and his boldness, energy, and the scathing rebuke he administered to Blackfoot changed the whole current of feeling against the chief. The Indians retired for a few minutes, and then returned presenting their hands to Col. Owen, declaring their friendship to the Government, and offering to furnish a hundred braves to march against Blackhawk, if desired. Thus terminated a council, small and insignificant as it may now seem to have been, yet it was productive of important results. To the unwavering friendship of Caldwell, and the bold, energetic conduct of Col. Owen before the council, the inhabitants of Chicago were indebted for their safety in the contest which followed.

Late in the month of May, 1832, a small force consisting of twenty-five men, was organized in the fort under the command of Capt.

J. B. Brown, with Capt. Joseph Naper and Col. R. J. Hamilton, for the purpose of securing the frontier on Fox river, and to ascertain from personal observation the extent of the depredations committed on the property of the inhabitants. It was also intended to render aid to the inhabitants settled on the Dupage River, who had assembled at Mr. James Walker's, where Plainfield now stands, and erected a small fort for their protection. After leaving the fort on the Dupage, where they had remained a day, rendering such assistance as was desired, the expedition proceed to Holderman's Grove. The Indians had but recently left it after having destroyed all the personal property, found in the house and around the premises and scattered the fragments about the yard.—The provision which was not taken away was destroyed. On the the third evening after their departure from Fort Dearborn the company encamped about three miles from Holderman's Grove in the direction of Hollenback's Grove on Fox river. Some time before daylight, Mr. G. E. Walker, of Ottawa, arrived at the camp and stated that a man had arrived at that place (Ottawa) and reported that considerable firing had been heard on Indian Creek, about fifteen miles from Ottawa, at the residence of a Mr. Davis, where the families of Davis, Hall and Pettigrew, had assembled for mutual protection, and in a short time afterwards a young man, a son of Mr. Hall's, arrived and confirmed the statement. He also stated that he was at work in the field about a mile from the house, heard the firing and saw the Indians. Upon receiving this information, Capt. Brown immediately marched the company, with all possible dispatch, to Indian Creek where the firing had been heard. Some five or six, a part of whom had joined the expedition on the route, left it and returned to afford protection to their respective families. The company arrived at Mr. Davis' residence between nine and ten o'clock, A. M. The scene there, as described by Col. Hamilton, was the most painful that could well be imagined. Some thirteen dead bodies, composed of the families of Davis, Hall and Pettigrew, lay in the house and about the yard, consisting of men, women and children, who had been shot, speared, tomahawked, scalped and mutilated in the most cruel manner. Davis was a blacksmith, and apparently a very athletic man. At the moment of the attack he was in his shop, and started for the house about seventy-five or a hundred yards distance, for the purpose, no doubt, of assisting to protect the families there. He was attacked a short

distance from the shop and from every indication a severe contest ensued.

By his side, or near him, lay a large Kentucky rifle, which had been fired, and afterward used in a hand-to-hand fight, as its stock was much shattered, and its breech broken. The bodies were collected and buried as well as they could be, under the circumstances, after which the expedition went to Ottawa, where they fell in with Major Bailey, with a company from Tazewell county, who had been in the late disastrous Stillman expedition against the Indians at Kishwaukee, a part of which, together with Major Bailey, joined Captain Brown. The whole detachment proceeded to Chicago under the command of Major Bailey. On the route to Chicago the guide to the expedition, a half-breed Indian, reported at several points large fresh Indian signs. Much solicitude was felt for the families at Walker's, on the Dupage, and some time after dark a man by the name of Payne was hailed, who had just come alone from Chicago, and was on his way to Ottawa. The dangers of the route were made known to him, and efforts were made to retain him with the expedition. He, however, announced himself an ambassador of God, and said he would be safe from any attack by the Indians. It was evident he was partially insane, and he could not be induced to change his purpose. He had a long flowing beard, and venerable appearance. He was probably killed the same day, as his head was found two weeks afterward stuck on a pole in the prairie, and his body some half mile distant from the head. Our fellow citizen, Gardon S. Hubbard, Esq., was in the party that found him. Major Bailey and his command encamped the same evening at the fort on the Dupage, and started early the next morning with the families in the fort, and all their movable effects that could be transported in ox and horse teams, and arrived late in the evening at Chicago, after an absence of ten days. The fort was immediately organized as a military post, and placed under the command of Major Bailey.

Two young ladies, by the name of Hall, were captured at Indian creek, and retained for some two weeks, when they were given up by a party of friendly Indians to Governor Dodge, of Wisconsin. They were treated with great kindness and respect while they were captives. The massacre of the people of Indian Creek occurred on the 21st of May.

In the meantime, three thousand militia were ordered out from Peoria and the counties south of it, and marched to Rock River, where they were joined by a detachment of regular troops

from Fort Armstrong, under General Atkinson. A party of one hundred and fifty militia, under the command of Major Dement, fell in with a detachment of Indians, commanded by Black Hawk himself, somewhere between Rock River and Galena. An action ensued, in which the Indians were routed. The main army continued to move up Rock River, around the head waters of which it was said the Indians were concentrated. On the 21st of July, General Henry, commanding an advanced party of the army, came up with the Indians between the Blue Mounds and the Wisconsin River. The troops were formed into a hollow square, and all attempts to break the line by the savages were in vain. A general charge was finally made by the troops, when the Indians were forced to retreat, with the loss of between fifty and sixty of their number.

The Indians continued their retreat to the northwest, crossed the Wisconsin River, and moved up the east bank of the Mississippi. About fifty miles above Prairie du Chien, they were again overtaken and completely routed, with the loss of one hundred and fifty warriors. This victory completely broke the power of Black Hawk, and ended the war. He was captured by a party of Winnebagoes, and delivered up to the officers of the United States at Prairie du Chien, on the 27th of August, 1832.

Early in the season General Scott was ordered to leave the seaboard and gather up all the troops on his route westward, and repair to Chicago. The Indians were entirely defeated before he was able to join the army.

On the 21st of September, 1832, all these difficulties were arranged by a treaty made at Fort Armstrong, (Rock Island,) by General Scott and Governor Reynolds, with the Sauk and Fox Indians, by which they relinquished all their claim to Eastern Iowa, and agreed to move west of the Missouri. Annuities were to be paid to the several bands, and a reservation of forty miles square was made to the principal Chief, Keokuk, and a portion of his followers.

We are indebted to P. F. W. Peck, Esq., for the facts contained in several of the succeeding paragraphs:

In July, A. D. 1831, the schooner *Telegraph*, of Ashtabula, Ohio. Captain Joseph and John Naper, arrived at Chicago with a number of families, their own among the number, who soon after left and settled the place now known as Naperville. The village took its name from Captain Joseph Naper, he being the first white settler upon its present site.

Mr. Peck left New York city in the month of May of that year, (1831) with a small stock of goods for a "*market*," having previously determined upon a Western Home. Accidentally becoming acquainted with Captain Joseph Naper, at Buffalo, at which place the schooner was then loading for "Fort Dearborn," (Chicago) that gentleman, with characteristic frankness, invited Mr. Peck to embark with him and seek a home in that remote region, then but little known, where Capt. N. had previously determined to remove with his family. Mr. P. readily accepted, and left Buffalo with Capt. N. about the 1st of June, A. D. 1831, and arrived at Chicago after a passage of two months from the city of New York.

Probably many years prior to this arrival, no structure of any kind had been added to the small number of log cabins which, with the buildings of the garrison, constituted the town of Chicago; and the only addition to its growth during that year was a small log store for Mr. Peck, shortly after his arrival, and which he owned and occupied until late in the fall of that year. It was built near the garrison, a few rods northwest of the land on which Col. Beaubien formerly resided, and which Jas. H. Collins, Esq., recently sold to the Illinois Central Railroad Company.

It was after some deliberation and advice, that Mr. P. determined to locate in "the lower village," instead of at "the Point," (west side,) which latter *settlement* was then, he thinks, rather in the ascendant. Rival feelings, to some extent, existed at the time between the people of those localities, both contending that they possessed superior advantages for the site of the future village of Chicago.

Shortly before Mr. Peck's arrival, the Canal Commissioners had subdivided into town lots part of Sec. 9, (the Old Town) and given titles to a few of the lots to different purchasers. "Fort Dearborn" (fractional section 10) was not then subdivided, and much uncertainty existed as to the time, and under what auspices it would ultimately be done. These circumstances very much promoted the interests of land owners at "Wolf Point."

Mr. P. says that his young and fertile imagination presented before him as possible to be built up within a reasonable time, the village church, schoolhouse, doctor's and lawyer's office; a tavern, more fashionable than that kept by "*Jolly Mark*," a blacksmith, shoemaker, and tailor's shop, and a few *painted* stores and dwellings; and that his newly found home would become a respectable consolidated village, at one or the other of these two *extreme settlements*, for then

no intermediate lots were considered to be of much importance.

Late in the fall of 1831, Mr. Peck received from New York, via the Lakes, a stock of goods with which, and the small stock he had previously in trade, he removed into Naper's settlement, and united in business with Capt. Joseph Naper, and remained with him until the spring of 1832, when the Sauk war drove the people into Chicago.

Mr. Peck has ever since resided in Chicago, having immediately after the termination of Indian hostilities resumed mercantile business in a building then owned by S. Miller, Esq., North side, at the junction of the North and South branches, which for several previous years had been occupied by Messrs. Miller & Clybourne as a store for Indian trade. During the fall of 1832, and while occupying the building before mentioned, Mr. P. caused to be raised the frame of the building now owned by him, and situated on the S. E. corner of South Water and Lasalle streets, which was finished and occupied by him early in May, A. D. 1833, as appears by vouchers for its payment which he has exhibited to us. It is built of black walnut and oak lumber. The lumber was hauled from Walker's mills—now Plainfield—forty miles southwest from Chicago, and is believed to have been the first lumber ever sawed in Cook county. Plainfield is now in Will county.

In this building Mr. Peck continued business until the fall of 1835, at which time he disposed of his entire stock in trade to Thomas Hartzell, Esq., then of Hennepin, and now a resident of this city, and one of the oldest and most respectable settlers of Northern Illinois. He thinks the store above mentioned was the first frame building built on the south side of the river; but G. W. Dole, Esq., assures us that his old warehouse, on the southeast corner of Dearborn and South Water streets, was completed and occupied by him in the fall of 1832. Mr. Dole then lived in a small log building, now covered with siding, which stands two or three doors east of the old warehouse on Water street. The warehouse has for some years been occupied for dwellings.

In the rear of this building, and in front of the Tremont House, Mr. Dole slaughtered, in the fall of 1832, the first lot of cattle, in all two hundred head, ever packed in Chicago. They were driven from the Wabash valley, and cost him \$2.75 per cwt. He also slaughtered in the same place and packed 350 hogs from the same locality, for which he gave \$3 per cwt. Here was the nucleus of the immense "packing" business

now done in Chicago. It cannot amount to much less than \$1,500,000 per annum, and Chicago beef has obtained the *first* place in the markets of the world.

Mr. Peck has also shown us his original document for the purchase of Lot 4, Block 18, in the Old Town of Chicago. It is as follows:

CHICAGO, Aug. 15, 1831.

Received of P. F. W. Peck, eighty dollars, in full for Lot No. 4, Block 18, in the plan of the town of Chicago, and in full for all claims to this date.

W. F. WALKER.

This lot is at the S. E. corner of South Water and Lasalle streets, fronting 80 feet on South Water and 150 feet on Lasalle street, and entire is now valued in our table at \$42,500. Mr. P. retains a part of the lot only, having sold the largest portion of it soon after his purchase. He has also exhibited to us a receipt of his taxes for 1833, signed S. Forbes, Sheriff, amounting to \$3.50. The books of the proper officers will show that he has paid, for general and special assessments, for the past year, about \$5,000. Mr. Peck is but one among a score in our city whose taxes would show as large, and some of them even larger figures.

Early in 1832, Chicago received quite an addition to her citizens. Among those now residents of the city, we remember Dr. Maxwell, G. W. Snow, Philo Carpenter, John S. Wright, and Dr. Kimberly.

Going back to 1831, we find that the Commissioner's Court, under the act organizing the county, was opened March 8th of that year. The first record we have is that "Samuel Miller, Gholson Kercheval and James Walker, Commissioners for Cook county, were sworn into office by J. S. C. Hogan, Justice of the Peace. William See was appointed Clerk of the Commissioner's Court, who, after being duly sworn and giving bonds 'according to law, the Court proceeded to business.' Archibald Clybourn was appointed County Treasurer, and an order passed that the 'S. W. fraction of Sec. 10 in T. 39, N. R. 14, East of the third principal meridian, be entered for County purposes.' At the next meeting, March 9th, the Treasurer is authorized to borrow one hundred dollars, with which to enter the land before mentioned, and he is directed 'not to give more than six per cent. interest.' It is also ordered that Jesse Walker be employed to enter the land, that Jedeiah Wooley be nominated to the Governor for County Surveyor, and that there be three precincts in the county of Cook, to wit: 'the Chicago Precinct,' the 'Hick-

ory Creek' Precinct, and the 'Dupage Precinct.' The boundaries of these three precincts were established, Judges of Election appointed, and the times and the places of holding the same. Grand and Petit Jurors were selected, and some other minor business transacted, when the 'Court adjourned until Court in course.'

April 13th, 1831.—A special term was held. The record says: "Court was called at the hour of ten o'clock in the morning, and Samuel Miller and Gholson Kercheval being present, formed a quorum, and proceeded to business.

"*Ordered*, That there be a half per cent. levied on the following description of property, to wit: On town lots, on pleasure carriages, on distilleries, on all horses, mules and neat cattle above the age of three years; on watches, with their appurtenances, and on all clocks."

Elijah Wentworth and Samuel Miller were licensed to keep a tavern in the town of Chicago, and taxed therefor the sum of \$7 and \$5 respectively. The following financial measure, the second recorded in the history of Chicago, was also adopted, and as one of the "quorum" on this occasion was also one of the prospective "tavern keepers," we have a right to presume that the tariff was fairly adjusted.

"*Ordered*, That the following rates be allowed to tavern keepers, to wit:

Each half pint of wine, rum or brandy,	25 cents.
Each pint do.,	37½
" half pint of gin,	18½
" pint do.,	31¼
" gill of whisky,	6½
" half pint do.,	12½
" pint do.,	18½
For each breakfast and supper,	25
" dinner,	37½
" horse feed,	25
Keeping horse one night,	50
Lodging for each man per night,	12½
For cider or beer, one pint,	6½
" " " quart,	12½

The first licensed merchants in Cook county, as appears from the licenses granted at this time, were B. Laughton, Robert A. Kinzie, Samuel Miller; and the first auctioneer, James Kinzie. Russel E. Heacock was licensed to keep a tavern at his residence.

Initiatory steps were taken for the establishment of a ferry across both branches of Chicago river, at the forks, over which the people of Cook county, with their "traveling apraties" were to be passed *free*. Rates of ferriage were specified for outsiders, and a ferry scow was purchased from Samuel Miller for sixty-five dollars. At the next meeting of the Court, Mark Beaubien filed his bond for \$200, with James Kinzie as se-

curity, and having agreed to pay into the Treasury fifty dollars, and "to ferry all citizens of Cook county free," became the first ferryman of Chicago.

During vacation of Court, permits to sell goods were obtained from the clerk by Alexander Robinson, John B. Beaubien and Madore Beaubien, thus adding by so many to the number of Cook county merchants.

At the next term of Court, June 6th, Jesse Walker, who had been commissioned to enter the land selected for county purposes, reported that he had been refused permission to enter the same, and paid back the money put into his hands for that purpose.

The fees received by the members of the Commissioners' Court during this period were, as appears from appropriations made them, at the rate of \$1.50 per day, for actual term time, and were paid in county orders. Joseph Leffenboys was added to the list of merchants; also, Mark Beaubien and O. Newberry.

Certain blocks and lots having been given to the county by the "Canal Commissioners," it was thought proper to dispose of them, with the exception of the Public Square, and accordingly a "sail of lots"—we use the spelling of the record—was advertised to take place on the first Monday in July following. This semi-nautical proceeding was probably the first of the speculative and numerous land sales of which Chicago has since been the theatre. In return, probably, for the liberal donation received from the Canal Commissioners, and, as also perhaps considered the best and only method of extending to them the "hospitalities of the county," it was "ordered that the county pay the Canal Commissioners' ferriage during their stay at Chicago on canal business," all of which ferriage, according to Mark Beaubien's account, afterwards presented and paid, amounted to the enormous sum of seven dollars and thirty-three cents. In these days of paved streets and present and prospective plank roads and railroads, it is also interesting to glance at another order, having in view the opening of the first two highways of which any definite history has come down to us. The first provides for the viewing of a road to the west boundary of the county, in a direction toward the mouth of Fox river, as follows: "From the town of Chicago to the house of B. Laughton, from thence to the house of James Walker on the Dupage river, and so on to the west line of the county, and that Elijah Wentworth, R. E. Heacock and Timothy B. Clark be the viewers." The other is a road from the town of Chicago,

the nearest and best way to the house of the widow Brown, on 'Hycory creek,' and that James Kinzie, Archibald Clybourne and R. E. Hancock be the viewers." What would widow Brown now say were she to count from the cupola of the Tremont House the eighty trains of cars that daily arrive and depart from this city. And for aught we know she may have done so, for it is only twenty-three years since her house was made the terminus of the "original survey" of one of the first avenues from Chicago.

The vexed question, whether our present splendid Court House, with all its roomy and convenient public offices, stands on a "square" or a "skew," is resolved into a matter of insignificance, when it is remembered at how recent a date, as the archives inform us, the Sheriff was authorized "to provide, on the best terms in his power, to secure a prison sufficient to hold prisoners for the time being;" or when, as in the present instance, the "court adjourned until court in course, to the house of William See."

The affairs of the county appear to have been managed during these primeval times with commendable prudence, economy and good faith, for we find subsequently that Jas. Kinzie, having, in his official capacity, disposed of the lands given to the county by the Canal Commissioners, was allowed a county order for \$14 53½, being at the rate of 2½ per cent. for the first \$200, and one per cent. for all over that sum, for his services as "auxineer"—we use the spelling of the record—"in the sail of lots" elsewhere mentioned.

The mercantile corps of Cook county was meanwhile increased by the addition of four new firms, viz: Brewster, Hegan & Co., Peck, Walker & Co., Joseph Naper and Nicholas Boilvin. It, perhaps, ought not to be omitted that Mark Beaubien, who from all accounts was not an unworthy pioneer to Chicago enterprise and ambition, not satisfied with being already chief ferryman, as well as a merchant, or with having experienced the clemency of the Court in the shape of a remittance of a fine of ten dollars, "assessed to him for a fracas" with John G. Hall, also applied for and received a license to "keep a tavern," being charged therefor the moderate sum of six dollars. As an offset to these various evidences of favor, he well nigh met with a worse fate than old Charon, for he was "ordered" to ferry the citizens of Cook county "from daylight in the morning until dark, without stopping."

The reason for this stringent order, as given by Dr. Kimberly, was, that Mark at the time

kept two *race horses*, and he had such a passion for the sports of the turf that he would, every day, if possible, get up a race with some of the Indian "bloods," and sadly neglect his duty to ferry the good citizens of Cook county free, according to the law in such case made and provided.

An incident in the history of the Beaubien family should be duly recorded. The military commandant of the State gave orders in 1834 that the militia of Cook county should be duly organized and officers elected. Like the immortal Falstaff, there were some gentlemen who did not fancy that kind of company. As usual, there were several aspirants who, if elected, would carry out the law; but over all these it was determined to elect John B. Colonel. The election was to be held in this house of a Mr. Loughton, who kept tavern near where Lyonsville now stands on the southwestern plank road. The town turned out *en masse*, taking with them a keg of brandy, four packages of loaf sugar and six dozen of lemons. John was elected over all opposition, and it was determined, of course, to have "a time." At the base of the bluff, near the house, is a fine spring. A dam was made across the outlet, and the brandy, lemons and sugar were all emptied into it, and being duly stirred up, each one drank till he could drink no more from this novel "PUNCH BOWL." Colonel Beaubien was entirely satisfied with "the honor" conferred upon him, and never called out his forces. He is the first, and still is the highest officer of the Cook county militia.

The first mention we find of the Circuit Court is contained in the minutes of Sept. 6th, 1831, providing that it be held in "Fort Dearborn, in the brick house, and in the lower room of said house."

It is worthy of remark, that notwithstanding the low state of the county finances during this period, the sick or disabled strangers and travellers, or unfortunate residents, were uniformly provided with proper nourishment, medicine, and careful attendance at the public expense. Several instances are on record of appropriations from the treasury for these and like purposes. It is equally in evidence, that amid all the impositions and irregularities attending the first years of a new settlement, the administration of public affairs rested in the hands of cool and impartial officers, who were not to be easily deceived or imposed upon, and who had a single eye to the general good. As an instance, we notice that when the first road was located from the Public Square to the west county line, it appears that

some or all of the viewers were influenced by some selfish purpose, and hence we find that their "report is rejected, and the viewers shall have no pay for their services."

The population and business of the town steadily increased from month to month, and with it many changes occurred which it is beyond our limits to notice.

Richard J. Hamilton was appointed Clerk of the Court in place of William Sec, resigned, and entered upon the duties of his office on the second day of April, 1832. Much business of more or less importance was transacted at this special term. More roads and streets were authorized, and Commissioners appointed to decide their location; election precincts and magistrate districts were set apart, described and named; judges of elections appointed, etc., etc. From a statement returned by the Sheriff of Cook county, April 4th, 1832, it is shown that the amount of the tax list on real and personal property for the year ending March 1st, 1832, was \$148.29, and that the non-resident delinquent tax list amounted to \$10.50. Of this amount there had been paid into the treasury \$142.28. The Treasurer's report for the same period shows that the amount received from licenses "to keep tavern," sell goods, etc., was \$225.50; taxes paid in, as per Sheriff's report, was \$132.28—total, \$357.78. To balance this amount, the Treasurer reports, license tax delinquencies to the amount of \$88.50. Paid out for County Orders, \$252.35—leaving balance in the treasury of \$15.93.

Thus stands the account current of Cook county in the spring of 1832, only *twenty-two years ago!* The total receipts of taxes and moneys from all other sources, is the enormous sum of \$357.78! How stands the account now? The total amount of moneys collected by the City Treasurer for the year 1853, is \$135,752.03; and by the County Treasurer \$245,057.07—making the total amount of taxes collected last year in Cook county, \$380,809.10. Those who have leisure may "cypher up" the ratio of increase in the short space of twenty-two years.

The whole assessed value of the personal property of the city for the past year is \$2,711,154; real estate, \$13,841,831—total, \$16,552,985. The entire valuation for Cook county is, personal property, \$4,450,630; real estate, \$18,487,627—total, \$22,938,257. Every one knows that the assessed does not represent one fourth of the real value of the property in the county. It is entirely safe to set down the value of the personal and real property of Cook county at the

lowest estimate at ONE HUNDRED MILLIONS OF DOLLARS.

It will be noticed by the above that several of the tavern keepers or merchants failed to pay for their licenses, and it was accordingly ordered by the Court that hereafter all taxes for licenses "shall be paid before the issuing thereof." The tax of one half per cent. was extended to include all personal property of whatever kind or description, and other measures suggested by time and experience were adopted. Archibald Clybourn was reappointed Treasurer for the ensuing year. The Sheriff was authorized to procure a room or rooms for the April term of the Circuit Court at the house of James Kinzie, provided it can be done at a cost of not more than ten dollars.

We find several "items" upon the record, among which we notice that John R. Clark was the first Coroner. The first inquest was held "over the body of a dead Indian." The second was on "William Jewett, a passenger who was found dead."

The first street leading to Lake Michigan was laid out April 25th, 1832. This street commenced at what was then called the east end of Water street, and is described by Jedediah Wooley, the surveyor, as follows: "from the east end of Water street, in the town of Chicago, to Lake Michigan. Direction of said road is south 88½ degrees east from the street to the Lake, 18 chains, 50 links." Said street was laid out fifty feet wide. The viewers on this occasion "also believe that said road is of public utility and a convenient passage from the town to the Lake."

The first public building of which any mention is made, was an "Estray Pen," erected on the southwestern corner of the public square. The lowest bid for the contract—\$20—was put in by Samuel Miller, but upon the completion of the edifice, the Treasurer was directed to pay therefor but \$12, on account of its not being finished "according to contract."

At the March term, 1833, the Road Commissioners reported their survey of a State road leading from Chicago to the left bank of the Wabash river, opposite Vincennes. Various other roads in different directions were surveyed and laid out during the spring and summer of 1833.

The next public building erected after the "Estray Pen," was the Jail. The first contractors failed to fulfil their contract, and a suit for damages was instituted against them. The Jail was finally built in the fall of 1833, "of logs well

bolted together," on the northwest corner of the public square. It stood there till last year, when the new Court House and Jail having been completed, it was torn down, and no vestige remains to tell where once stood "this terror of evil doers."

The minutes of the first meeting of the citizens of Chicago, without date upon the records, are as follows:

"At a meeting of the citizens of Chicago, convened pursuant to public notice given according to the statute for incorporating Towns, T. J. V. Owen was chosen President, and E. S. Kimberly was chosen Clerk. The oaths were then administered by Russell E. Heacock, a Justice of the Peace for Cook county, when the following vote was taken on the propriety of incorporating the town of Chicago, County of Cook, State of Illinois:

For Incorporation—John S. C. Hogan, C. A. Ballard, G. W. Snow, R. J. Hamilton, J. T. Temple, John Wright, G. W. Dole, Hiram Pearsons, Alanson Sweet, E. S. Kimberly, T. J. V. Owen, Mark Beaubien—12.

Against Incorporation—Russell E. Heacock—1.

We certify the above poll to be correct.

[Signed] T. J. V. OWEN, *President*.
ED. S. KIMBERLY, *Clerk*.

Dr. Kimberly informs us that the meeting was held some twenty days before the election which followed.

The first election for five Trustees of the town of Chicago was held at the house of Mark Beaubien, on the 10th of August, 1833, at 11 o'clock in the forenoon, and the polls were closed at 1 o'clock. The following are the names of the voters, and those elected on that occasion:

Voters—E. S. Kimberly, J. B. Beaubien, Mark Beaubien, T. J. V. Owen, William Ninson, Hiram Pearsons, Philo Carpenter, George Chapman, John Wright, John T. Temple, Matthias Smith, David Carver, James Kinzie, Charles Taylor, John S. C. Hogan, Eli A. Rider, Dexter J. Hapgood, George W. Snow, Madore Beaubien, Gholson Kercheval, Geo W. Dole, R. J. Hamilton, Stephen F. Gale, Enoch Darling, W. H. Adams, C. A. Ballard, John Watkins, James Gilbert.

T. J. V. Owen received 26 votes.

Geo. W. Dole	"	26	"
Madore Beaubien	"	23	"
John Miller	"	20	"
E. S. Kimberly	"	20	"

And so were elected Trustees of the town of Chicago.

At this election there were in all *twenty-eight* voters in the "TOWN OF CHICAGO" on the 10th day of August, 1833. "Canvassing" at elections did not require quite so much labor, and there was far less money spent then than there is now. Two of the first Trustees, Dr. Kimberly and G. W. Dole, Esq., are still residents of the city. The "town of Chicago" has not, therefore, arrived at the full age of *twenty-one years*. To those who have not become familiar with such facts, they are more wonderful than the wildest dreams of a "poetic fancy." They are, however, plain sober history—such history, however, as can only be found in the annals of the American people.

The Trustees held their first meeting at the Clerk's office on the 12th day of August, 1833. The limits of the corporation were defined as follows: Beginning at the intersection of Jackson and Jefferson streets, thence north to Cook street, and through that street to its eastern extremity in Wabansia, thence on a direct line to Ohio street in Kinzie's addition, thence eastwardly to the Lake shore, thence south with the line of beach to the northern U. S. pier, thence northwardly along said pier to its termination, thence to the channel of the Chicago river, thence along said channel until it intersects the eastern boundary line of the Town of Chicago, as laid out by the Canal Commissioners, thence southwardly with said line until it meets Jackson street, thence westwardly along Jackson street until it reaches the place of beginning.

The 26th of September, 1833, is a memorable day in the history of Chicago. The Pottawotomie Indians, to the number of 7,000, had been gathered here for the purpose of making a treaty with the United States. On that day the treaty was signed on the part of the United States by T. J. V. Owen, G. B. Porter and Wm. Weatherford, and by a large number of Indian chiefs, by which the Indians ceded to the United States all their territory in Northern Illinois and Wisconsin, amounting to about twenty million acres. The treaty was made in a large tent on the north side, a little north of the Lake House. The largest part of the Indians were encamped in the woods on the north side. Two bands from Coldwater, Mich., encamped under a large cottonwood tree, which then stood in the rear of I. Speer's Jewelry store, near the corner of Lake and State streets. There were a large number of speculators and others present, and there were scenes enacted which it would be no credit

to humanity to narrate. Quite a large number of our present citizens were here at the time of the treaty.

On the 26th of November, 1833, the first newspaper ever printed in Chicago, or Northern Illinois, was published by our friend, John Calhoun, Esq. The bound volumes of that paper for two years are before us. The perusal of its pages has filled up some of the most interesting hours in our study of the "ancient history" of Chicago. It has since fallen into other hands, and merits no notice from us. In this first number, Mr. Calhoun strongly urges "the commencement and completion of the long-contemplated canal to connect the waters of Lake Michigan with the Illinois river," and adds, that "even with the present limited facilities of navigation, goods have been transported from New York to St. Louis in the short space of *twenty-three days!*" Thanks to our railroads, goods can now be sent through by express in *three days!*

The second number of Mr. Calhoun's paper, issued on the 3d of December, 1833, contains the names of the following persons as advertisers, who are still residents of Chicago: S. B. Cobb, John S. Wright, Walter Kimball, Philo Carpenter, P. F. W. Peek, R. M. Sweet, A. Clybourne, John Bates, jr., G. W. Dole, B. Jones, Star Foote, C. Harmon, E. S. Kimberly, John H. Kinzie, S. D. Pierce and R. J. Hamilton. We think this fact is worthy of notice by those who have been led to believe that Chicago is an unhealthy city. Never was there a more gratuitous or unfounded assertion.

During the summer of 1833, Chicago, as has already been intimated, grew rapidly. Attention had been called to the place by an appropriation of \$30,000, made in the spring of that year by Congress, to build a harbor here to accommodate the commerce of Lake Michigan. The harbor was pushed forward rapidly during the summer, and in the following spring there was a great freshet, which carried out the sand from between the piers, and opened the harbor to the Lake commerce.

So late as 1834, only *twenty* years ago, there was but *one* mail per week from Niles, Michigan, to Chicago, and that was *carried on horseback*. On the 11th of January of that year, a large public meeting of the citizens of Chicago was held at the house of Mark Beaubien, at which, of course, "speeches were made," and a memorial was drawn up and sent to the Postmaster General, stating the grievances under which the citizens labored, and the pressing necessity there

was for increased mail facilities. The contrast presented by the present post office business is truly astonishing. The Chicago post office is now sending out and receiving *fourteen* daily mails, besides several weekly and tri-weekly. The receipts of the office for the quarter ending Jan. 1st, 1854, were over \$130,000.

The number of letters passing through the office averages over 30,000 daily, and there are 75 bags containing 45,000 newspapers. The average number of letters received by our citizens, and sent out from this office, is about 5,000 per day.

We gather the following items from our friend Calhoun's paper. On the 16th of April, 1834, there was still but one mail per week, and he gives as an excuse for not having more news, that for that week it did not arrive. The same week he commences a marine list, noticing the arrival of one schooner from St. Joseph's, and the departure of two for the same port. On the 30th of the same month he says that emigration had fairly commenced, as more than "*a hundred*" had arrived by boats and otherwise within the last *ten days*." Astonishing! an average of ten persons per day! What would our two great Eastern railroads say to such an amount of travel? On the 4th of June Mr. Calhoun announces with great satisfaction "that arrangements have been made by the proprietors of the steamboats on Lake Erie, whereby Chicago is to be visited by a steamboat *once a week* till the 25th of August." This was certainly an era in the history of the "town of Chicago." On Saturday, July 11th, 1834, the schooner Illinois entered the harbor, and sailed up the river amid the acclamations of the citizens. She was the first large vessel that ever entered the Chicago river. The bar between the piers was worn out by a great freshet the spring previous. Before this, vessels were obliged to anchor outside the bar, and received and discharged their cargoes by means of scows and lighters. The Illinois was the pioneer of the immense commerce which now finds its centre in Chicago. In the same paper, of the 6th of August, we find the whole number of votes polled in Cook county, which then embraced the present counties of Will and Dupage, was 528. During the summer of 1834 Chicago grew very rapidly, for we find Mr. Calhoun stating, on the 3d of September, "that one hundred and fifty vessels had discharged their cargoes since the 20th of April previous."

We must not suppose, however, that Chicago was "*out of the woods*," for there was a fine grove of timber along the river on the east side,

extending south from Madison street. Some of these trees are still standing, and we present a plea in their behalf, that they may be spared the "merciless axe." On Monday morning, Oct. 5th, the citizens of this quiet town were startled by the announcement that a large black bear was safely domiciled in this "strip of timber." All the town of course turned out to give Bruin anything but a generous welcome. He was soon found, and following his ancient custom, "took to a tree." This was of course no security, and he was shot near the corner of Market and Jackson streets. In these woods multitudes of prairie wolves were accustomed to harbor, and in the night they would visit all parts of the town. Excited by their success against poor Bruin, the citizens manfully determined to give the wolves no quarter. They therefore formed several parties, and at night it was found that they had dispatched *forty* of these midnight marauders. We simply make a note, that on the spot where Chicago now stands, less than twenty years ago, a "great hunt" was gotten up, and one bear and—probably within the present city limits—*forty* wolves were killed in a single day.

Mr. Calhoun was present at the Indian payment in 1834, and has handed us the following account of it. He says:

"On the 28th of October the first annuity was paid to the Pottawatomie and other Indians under the treaty which was made the year previous for the purchase of their lands in Michigan, Illinois and Wisconsin. About \$30,000 worth of goods were to be distributed. They assembled to the number of about 4,000. The distribution took place by piling the whole quantity in a heap upon the prairie on the west side of the river, near the corner of Randolph and Canal streets. The Indians were made to sit down upon the grass in a circle around the pile of goods—their squaws sitting behind them. The half breeds and traders were appointed to distribute the goods, and they leisurely walked to the pile and taking in their arms an armful of goods, proceeded to throw to one and another of those sitting on the grass, and to whom they were appointed to distribute such articles as they saw fit, and then returned to the pile to replenish. Shortly the Indians began to show an anxiety not to be overlooked in the distribution, and at first got on their knees, vociferating all the time in right lusty Indian "gibberish." Then they rose on one foot, and soon all were standing, and then they began to contract the circle, until they finally made a rush for the pile. I saw then a manner of dispersing a mob that I never

saw exemplified before nor since. The crowd was so great around the pile of goods that those that were back from them could not get to them, and the "outsiders" at once commenced hurling into the air whatever missiles they could get hold of, literally filling the air, and causing them to fall in the centre where the crowd was the most dense. These, to save a broken head, rushed away, leaving a space for those who had hurled the missiles to rush in for a share of the spoils. The Indians were paid their annuities for two years after the treaty, before they were removed west of the Mississippi. These Indians were a degraded set, and did not inspire a person with any respect for the prowess and savage character which our forefathers had to encounter. A number were killed here at every payment in their drunken brawls."

On the 9th of September, 1833, our fellow citizen, Col. J. B. F. Russell, advertises for forty ox teams, each team to be composed of two yoke of oxen, to remove the Indians to the country "allotted to them West." On the first of October Colonel Russell started with the "forty ox teams," containing the children and baggage of the last remaining remnant of the Red Men, about 1,500 in all, and was twenty days in reaching the Mississippi. They were twenty days more in reaching the land allotted to them west of Missouri. It is not, therefore, nineteen years since Chicago was surrounded by Pottawatomie Indians.

In Mr. Calhoun's paper of November 25th, 1835, we find the first census of the town of Chicago and the county of Cook. The town then contained 3,265, and the county 9,773 inhabitants. Mr. Calhoun speaks of this as a very encouraging increase, as the county contained only a very few inhabitants when it was organized in 1830. As late as the 20th of January, 1836, he regrets to learn that Will county is to be set off from Cook, as it will probably "lessen our political influence in the State." On Thursday, May 18, 1836, the sloop Clarissa, the first vessel ever built in Chicago, was launched. It was an occasion of much interest.

The Fire Department was organized on the 19th of September, 1835, as appears by the following resolution passed by the Board of Trustees on that day:

"Resolved, That the President order two engines for the use of the Corporation, of such description as he shall deem necessary, and also 1,000 feet of hose, on the credit of the Corporation."

The first lawyer's bill we find on the records was paid to James H. Collins, Esq., on the 16th day of August, 1834. Some differences had arisen in reference to the right of the city to lease certain water lots. Mr. Collins was applied to for an opinion, for which he charged and received \$5. On the 7th of October, 1835, John Dean Caton's bill against the Corporation for counsel fees and services rendered during the years 1833-'4 was paid. The amount of the bill was \$75. Our friends, the lawyers, manage at present to get a much larger slice from the public loaf.

On the 13th of February, 1836, notice was given that the "Trustees of the Town of Chicago will not hold themselves accountable for any damages which may arise to any person by reason of crossing the bridges over the Chicago river, or over the north and south branches thereof, the said bridges being considered dangerous, and the said Trustees not having funds out of which to repair the said bridges." Rather a sad state of affairs that.

On the 26th day of October, 1836, initiatory steps were taken towards obtaining a City Charter. The town being then in three districts, the President of the Board of Trustees invited the inhabitants of each district to select three persons to meet with the Board, and consult upon the expediency of applying to the Legislature for a City Charter, and to adopt a draft to accompany such application. The district meeting was held, and the following delegates chosen:

From 1st District—Ebenezer Peck, William Stuart, E. W. Casey.

From 2d District—J. D. Caton, ——— Chadwick, W. Forsyth.

From 3d District—John H. Kinzie, W. L. Newberry, T. W. Smith.

The above delegates met with the Board on Friday evening, November 25th, at the Trustees' room, opposite the Mansion House, and it was resolved "that it is expedient for the citizens of Chicago to petition the Legislature for a City Charter. Also, that a committee of five, consisting of one delegate from each district, and two members of the Board, be appointed by the chair to prepare a draft of a City Charter, to be submitted to this convention. Whereupon the chair (E. B. Williams) appointed Messrs. E. Peck, District No. 1, J. D. Caton, District No. 2, and T. W. Smith, District No. 3, and from the Trustees, Messrs. Bolles and Ogden. The committee met again Dec. 9th, and through E. Peck, Esq., presented their draft of a City Char-

ter. After some discussion and amendment, it was adopted for presentation to the citizens, and 500 copies were ordered to be printed.

The charter was passed by the Legislature, and approved March 4th, 1837. The city of Chicago is therefore not "out of her teens." She is a buxom maiden of only SEVENTEEN summers, and what she is destined to be when she becomes a matron of sixty, we dare not venture to predict.

The first election for city officers was held on the 1st Tuesday of May, 1837. It resulted as follows:

Wm. B. Ogden, Mayor.

J. C. Goodhue, Alderman 1st Ward.

J. S. C. Hogan, " 2d "

J. D. Caton, " 3d "

A. Pierce, " 4th "

B. Ward, " 5th "

S. Jackson, " 6th "

John Shrigley was elected High Constable, and at the first meeting of the Council, May 3d, 1837, N. B. Judd, Esq., was elected City Attorney. The total number of votes, as appears from the canvas for Mayor, then in the city, was 703.

The first census of Chicago was taken July 1st, 1837.

	Under 5 Yrs of Age		Over 5, un- der 21 Yrs.		21 and over.		Persons of Color.	
	Male.	Fem.	Male.	Fem.	Male.	Fem.	Male.	Fem.
1st Ward.	57	59	109	135	444	213	10	7
2d Ward.	76	77	120	148	610	293	13	18
3d Ward.	11	16	53	10	70	43	..	..
4th Ward.	15	15	31	27	101	42	5	2
5th Ward.	32	37	26	20	135	70	..	..
6th Ward.	52	65	72	101	420	207	13	9
	244	299	391	450	1,099	815	41	38
	244	299	391	450	1,099	815	41	38
Totals.....	513		831		2,645		77	
					831			
					513			

Total white 3,989

" black..... 77

Total..... 4,066

Sailors belonging to vessels owned here..... 164

Grand Total..... 4,230

The census shows that there were—

4 Warehouses.	10 Grocery and Provision Stores.
396 Dwellings.	2 Taverns.
29 Dry Goods Stores.	2 Groceries.
5 Hardware Stores.	17 Lawyers' offices.
3 Drug Stores.	5 Churches.

List of Mayors.

1837—W. B. Ogden.

1838—B. S. Morris.

- 1839—Benj. W. Raymond.
- 1840—A. Lloyd.
- 1841—Francis C. Sherman.
- 1842—Benj. W. Raymond.
- 1843—Augustus Garrett.
- 1844—A. S. Sherman.
- 1845—Augustus Garrett.
- 1846—John P. Chapin.
- 1847—James Curtiss.
- 1848—James H. Woodworth.
- 1849—James H. Woodworth.
- 1850—James Curtiss.
- 1851—Walter S. Gurnee.
- 1852—Walter S. Gurnee.
- 1853—C. M. Gray.
- 1854—I. L. Milliken.

We left the history of the Illinois and Michigan Canal at the laying out of the town of Chicago in 1829, by the Canal Commissioners. Nothing effectual was done till the special session of the Legislature in 1835-'6, when the canal board was reorganized, and an act was passed authorizing a loan of half a million of dollars to construct the canal. Ground was broken at Bridgeport on the fourth of July, 1836.

At the session of the Legislature in 1836-'7, the State entered upon a splendid scheme of "internal improvement." The State was completely chequered with railroad projects, and many millions were squandered. The total length of the roads to be at once completed was some thirteen hundred miles, and five millions of dollars were expended in locating and grading them. Amid the general financial embarrassment which followed those years of madness and folly, the credit of the State went down, and bankruptcy and a general suspension of the public works were the consequence. In 1841 the total State indebtedness amounted to *fifteen millions* of dollars.

It is worthy of remark, however, that the only mistake the statesmen of that period made, was to embark the State in a general system of internal improvements, and in addition to this, their plans were in advance of the times in which they lived. Twenty years will accomplish by private enterprise for the State of Illinois much more than the statesmen of '36-'7 expected to realize. Extravagant as their schemes then appeared, in another year we shall have more than twice as many miles of railroad in operation as their plan embraced. They deserve, therefore, more credit than they have been accustomed to receive, for the result has shown that their calculations were based upon a proper appreciation

of the immense resources of our glorious Prairie State.

But to return to the canal. The funds borrowed for the purpose of completing the canal were kept separate; but it shared the fate of being in bad company, and all work was abandoned in 1842. The contractors had large claims against the State, and in 1843 a law was passed to settle the claims of the contractors and liquidate the damages, provided the sum should not exceed two hundred and fifty thousand dollars. The summit level of the canal, extending from Bridgeport to Lockport, a distance of twenty-eight miles, is only from six to eight feet above the level of the Lake, and as originally planned, this level was to be fed from the Lake, thereby practically making a southern outlet to Lake Michigan by the Illinois and Mississippi rivers. The depth and width of the canal gave it a capacity sufficient to admit the passage of large sail vessels. About one half of the summit level was completed in accordance with these plans before the work was abandoned in 1842. In the session of the Legislature of 1843-'4, a bill providing for the completion of the canal on the "shallow cut" was passed, the substance of which was, that the holders of the canal bonds should advance \$1,600,000 to complete the work. The canal lands yet remaining unsold, and the canal itself, with the revenues to be derived from it, were placed in the hands of three trustees, two of whom were chosen by the bondholders, and one by the State. There were in all about two hundred and thirty thousand acres of land, and several hundred lots in the cities of Chicago, Ottawa, LaSalle, and the towns along the line, placed in the hands of the trustees. The money was advanced by the bondholders, and the canal was completed and went into operation in the spring of 1848. It gave an impetus to the commerce and prosperity of Chicago far beyond the anticipations of its most sanguine friends, and since then Chicago has grown very rapidly, having more than trebled her population in the short space of six years.

These lands have been offered for sale every six months, and owing to the enhanced value which the rapid increase of population in this part of the State has given them, the loan of one million six hundred thousand dollars was all paid off last fall, and quite a large amount is still due on the lands sold, and no inconsiderable portion of them is still in the hands of the Trustees. The finances of the State, as shown in the recent message of His Excellency, Governor Matteson, are in a very prosperous condition.

Though the debt is still large, without imposing any additional burdens upon our citizens, it will all be paid off in a few years. It is worthy of special remark, that when the New Constitution was formed in 1847, a clause was introduced in it by which, if approved by the people, a special tax of two mills upon the dollar was levied, and was to be applied to extinguishing the principal of this debt. The people in 1848 voted upon this provision separately, and adopted it by ten thousand majority. This, so far as we know, is the first instance in which the people of a State deliberately taxed themselves in order to pay an old and a burdensome debt. It is a fine compliment to the integrity of the citizens of Illinois, and has done much to establish her character in commercial circles, both in this country and in Europe.

There are some interesting facts in reference to the topography of Chicago, only a few of which we have space to give. On the south side of the river there were two sloughs between the Garrison and "the point." The first emptied into the river at the foot of State street. It ran a little north of the Sherman House, crossing Clark street near the Post Office, thence crossing Lake street nearly in front of the Tremont House. The "old Tremont House" was on the northwest corner of Lake and Dearborn streets, and as late as 1834 sportsmen would sit in the door of the "TREMONT" and shoot ducks in the slough. The other slough entered the river at the foot of La-salle street. The store built in 1831-'2 by P. F. W. Peck, Esq., at the southeast corner of La-salle and Water streets, was situated on a "high point of land," formed by a bend in this slough. Poles were laid across these sloughs, on which the people going east and west crossed for want of a better bridge.

The dwelling now occupied by Mrs. Wright, at the corner of Michigan Avenue and Madison street, was built by John Wright, Esq., in 1839. Then it was "way out of town in the prairie." Randolph and Washington streets were not even "turnpiked," and there was nothing to indicate their "local habitation" save only here and there a few stakes driven eight years previous by Surveyor Thompson and his assistants. There were a few scattered houses along Lake and South Water streets.

The first deed on record is made by Governor Reynolds, in behalf of the State, to Robert Kinzie, assignee of B. B. Kercheval, and conveys lots 5 and 6, block 29, Original Town, for the sum of \$109. It is recorded December 2, 1831, by R. J. Hamilton, Recorder. The first will on

record is that of Alexander Wolcott, filed April 27, 1831, before R. J. Hamilton, Judge of Probate.

It is a feature of our city, more noticed by strangers than by ourselves, who are accustomed to it, that we are a community of workers. Every man apparently has his head and hands full, and seems to be hurried along by an irresistible impulse that allows him neither rest nor leisure. An amusing evidence of this characteristic of Chicago occurs in connection with the first census of the city, taken July 1st, 1837, when the occupation, as well as names and residence of every citizen were duly entered. In the record of the population of four thousand one hundred and seventy, among the names of professors mechanics, artisans and laborers, appears, in unenviable singularity, the entry, "Richard Harper, loafer," the only representative of the class at that time in the city. From this feeble ancestry the descendants have been few and unimportant; and we believe there is not a city in the Union where the proportion of vagabonds and loafers is so small as in Chicago.

We might extend our sketches at pleasure, but we have already greatly exceeded the limits we at first assigned them. It is not yet quite seventeen years since the city government was first organized. Then it contained only four thousand one hundred and seventy inhabitants; now it has over sixty thousand. Then there was not a canal, railroad or plank road leading out of the city, and only three years previous there was but one mail from the East per week, and that was brought from Niles on horse-back. The changes which have been wrought in seventeen years are truly amazing.

The question naturally arises, What will the next seventeen years accomplish? With less than the ratio of her past increase of population from the time she first became a city, she will, in 1871, contain more than *half a million of people*. Few, perhaps, would dare to predict such a result; but let us look at a few facts, and leave each one to draw his own conclusion. We are now in direct railroad connection with all the Atlantic cities from Portland to Baltimore. Five, and at most eight years, will extend the circle to New Orleans. By that time also we shall shake hands with the rich copper and iron mines of Lake Superior, both by canal and railroad; and long ere another seventeen years have passed away, we shall have a great National Railroad from Chicago to Puget's Sound, with a branch to San Francisco. Situated in the centre of one

of the most extensive and the richest agricultural regions in the world; at the head of our magnificent inland seas, and holding the key to their commerce on each side for fifteen hundred miles; with the certainty that she must become the great central city of the Continent, where the productions of Asia, Europe and America must concentrate for exchange and distribution throughout the Mississippi Valley, with unrivalled facilities for manufactories of all kinds; and with railroads centering here from every principal city upon the Continent, he must be

dull indeed who can predict anything but a glorious future for the Garden City. We have given but the outlines of the picture: time, we are satisfied, will fill it up with colors more vivid and glorious than the most sanguine imagination would dare now to contemplate. The results of the past seventeen years are now matters of history, and we leave the editors of the *Democratic Press* in 1871 to prepare the record—may we be spared to do it—of what the next seventeen years shall accomplish.

HISTORICAL AND COMMERCIAL STATISTICS

MANUFACTURES, BANKING, ETC.

THE River and Harbor Convention, which commenced its sessions in this city on the 5th of July, 1847, gave the second great and permanent impulse to Chicago. After the disastrous speculating mania of 1836-'7, the city gradually sunk in public favor till 1842, when the lowest point was reached, and business began to revive. The progress of the city, however, was slow, till its advantages were in some measure appreciated and made known by the intelligent statesmen and business men from every part of the Union, who were present at that Convention. To the editors who were present is Chicago specially indebted for extending a knowledge of her commercial position. The opening of the Illinois and Michigan Canal, in the spring of 1848, gave a marked impetus to our trade, and tended still farther to attract the attention of the country to the Garden City. On the 22d of January, 1850, the Galena Railroad was opened forty-two and a half miles to Elgin, and in a very few months demonstrated the important fact, that, owing to the cheapness with which railroads could be constructed in Illinois, they would pay a large dividend to the stockholders. Eastern capitalists saw that the Mississippi Valley was the place to make profitable investments, and in 1851 the charter of the Illinois Central Railroad turned the attention of the whole Union to Chicago, and made her future pre-eminence no longer doubtful. The completion of the Michigan Southern and the Michigan Central Railroads in 1852, added much to the prosperity of the city; and the commencement of the Rock Island Railroad in the spring of the same year, its rapid progress

and immense business, and the fact that Chicago is one of the greatest railroad centres in the country, have all tended to increase our population at the rate of *fifty-seven per cent.* during the past year—a ratio never before witnessed in the United States, except in California.

With these improvements there has been a corresponding change in the business of the city. In the fall of 1847, when we first saw Chicago, the business of our merchants was confined mainly to the retail trade. The produce that was shipped from this port was all brought to the city by teams. Some of them would come a hundred and fifty miles. Farmers would bring in a load of grain, and take back supplies for themselves and their neighbors. Often has it happened that they would get "sloughed," or break their wagons; and between the expense of repairs and hotel charges, they would find themselves in debt when they got home. During the "business season" the city would be crowded with teams. We have seen Water and Lake streets almost impassable for hours together. The opening of the canal in 1848 made considerable change in the appearance of the city, and when the Galena Railroad was finished to Elgin, the difference was very striking. The most of those old familiar teams ceased to visit us, and we heard some few merchants gravely express the opinion that the canal and railroads would ruin the city. The difference they have made is simply that between a small and a large business; between a retail and a wholesale trade. One of the principal Jewelry and Gold and Silver establishments in the city in 1845 did a business

of \$3,000; last year the same house sold goods to the amount of \$120,000. Drug stores, whose sales eight years ago were from five to six thousand dollars, now do a business of from fifty to a hundred thousand. The Hardware, Dry Goods and Grocery business will show similar, and some of them still more remarkable results. We have made repeated efforts to get at the exact figures in each department of trade, that we might make comparisons between the last and preceding years, but we are sorry to say that many of our merchants are very reluctant to give us any figures, lest the extent of the commerce of Chicago should become known, and merchants from other cities should come here and divide their profits. A more narrow-minded, injurious policy, in our judgment, could not be adopted.

The transactions in produce, since the opening of the canal and railroads, make but little show in the streets, but they are immense. We can name five houses, each of whose business foots up to from eight hundred thousand to a million and a half of dollars per year. To see these gentlemen in the evening, quietly chatting on the state of the markets, at the Tremont, one would hardly suspect that their purchases for the day had amounted to five or ten, and sometimes perhaps to fifty thousand dollars.

We have some interesting facts and figures to present, and commence with

REAL ESTATE.

The appreciation in the value of Real Estate in Chicago is truly amazing. To those who have always lived in towns and cities on the seaboard, that were "*finished*" before they were born, the facts we are about to give will be scarcely credible. They are, however, plain, sober truths, which, if any one doubts, he can verify at his leisure. Real Estate in Chicago now has a positive business value, below which it will never be likely to sink, unless some great calamity should befall the whole country.

Like all Western cities, Chicago has had her reverses. In 1835-'6 Real Estate had a fictitious value. The whole country was mad with the spirit of speculation. When the crash came, in the latter part of '37, hundreds in this city found themselves bankrupt. Real Estate went down to a very low figure, reaching "*bottom*" in 1842. Since then, it has been steadily rising with the increasing prosperity of the country, and if the judgment of our most cautious, far-seeing business men can be trusted, it will never be any less. That judgment is based upon an array of facts,

the accuracy and influence of which, upon the growth of Chicago, cannot be doubted. In only one year from the first of January next, we shall have four thousand miles of railroad centering in this city, counting in most cases their extension only in a single State beyond our own; and what is of more importance, they penetrate one of the finest agricultural regions that can be found in any country. By that time the Sault Ste. Marie canal will be done—opening to our commerce the rich mines of Lake Superior. The iron and the copper of that region will here meet the coal from our State, and build up the most extensive manufactories upon the Continent. One of the finest canals in the world connects us with the Illinois and Mississippi rivers; and in addition to all this, Chicago holds the key to the commerce of our magnificent lakes, giving us a coasting trade, when Lake Superior is opened to us by the Ste. Marie Canal, of three thousand miles. The most sagacious statesmen, and the ablest commercial men in this country and in Europe have, therefore, a broad basis for the opinion that Chicago is soon to take rank among the three largest cities, and ere long as the second city upon the American Continent.

The rise in Real Estate, and the prices at which it is now sold in view of such facts, are easily explained. The following table, made up from the records of the original sales in this city, will be found very interesting. The last column, showing the present value of property, is the average of the prices at which they would now sell, as given us by three of our oldest and most reliable real estate houses in this city. Many of the owners, we presume, would not sell at these figures, and we have no doubt should any of this property be put in the market, it would readily command at least the estimated value given in the table. The price of "the lands" may appear enormous, but four of the parcels are now in the thickly inhabited parts of the city, and the valuation is probably below rather than above the mark.

FIRST PURCHASER.	DESCRIPTION OF LOTS.	BLK	ORIGIN'L PRICE.	PRESENT VALUE.
Sept. 27, 1830:				
E. B. Kercheval...	Nos. 5 and 6	29	\$169.00	\$21,300
Mark Beaubien...	3 and 4	31	102.0	18,000
Thomas Hartzell...	1	2	115.00	62,700
do do...	8	28	35.0	10,000
do do...	7	29		
Edmund Roberts &...	4	29	10.00	14,000
Peter Menard...	3	18	45.00	40,000
Edmund Roberts...	5 and 6	28	21.00	17,000
William Jewett...	5 6 7 8	2		
James Kinzie...	3 5 7 8	2	418.00	131,000
do do...	8 and 5	41		
do do...	12 7 8	17		
J. B. Beaubien...	7	17		
do...	1	18	\$46.0	450,000
do...	6	35		
do...	3 and 4	36		

John Kinzie.....	8	30		
do	5 and 6	32	1 9.00	163 000
do	3			
do	2 78			
Alexander Wolcott.....	12 34 5 6 7 8	1	45.00	158.00
Thomas Ry. n.....	2	0	4.00	3.00
Sept. 3, 1830:				
Stephen Mack.....	7 and 8	43	53.00	37.000
April 3, 1832:				
Thos. J. V. Owen.....	5	9	39.00	41.00
Oliver Newberry.....	4	17	78.00	39.00
do	4	17	100.00	45.00
Jesse B. Browne.....	3	37	100.00	28.00
James Kinzie.....	8	11	24.00	18.00
P. F. W. Peck.....	4	18	78.00	4.30
April, 1832:				
T. J. V. Owen and.....	5	90	170.00	83.300
R. J. Hamilton.....	8	15	6.00	8.00
John Noble.....	4	15	81.00	10.000
do	3	15		
do	3	15		
Hugh Walker.....	5	31	61.00	31.00
Sept. 3, 1832:				
O. Goss, Wash. Co.,.....				
do	2	50	70.00	1.000
Dec 4, 1832:				
Calvin R. Wiley.....	4	38	53.00	50.00
Sept. 3, 1830:				
Thos. Hartzell, W. hf. N. E. qr. Sec. 9,				
Town 39 N., Range 14 E.....			121.00	80.000
Edmund Roberts and Benjamin H.				
Kercheval W. hf. N. W. qr. Sec. 9,			100.00	40.00
T. 39 N. 14 E.....				
Sept. 28, '81:				
James Kinzie, E. hf. N. W. qr. Sec. 9,			140.00	600.00
T. 39 N. 14 E.....				
Sept. 23, 1831:				
J. B. Braubert, N. hf. N. E. qr. Sec. 9,			424.90	85.000
T. 39 N. 14 E.....				
J. B. Braubert, N. W. hf. N. W. qr.			63.13	132.00
Sec. 9, T. 39 N., R. 14 E.....				
Total.....			\$4,142.00	377,800

There is, we believe, but one of the above lots, and only a fraction of that, which is now in the hands of the original purchaser. That is the lot owned by P. F. W. Peck, Esq., and in reality he was not the first purchaser, for it is the same lot bought by Mr. Peck of Mr. Walker—the receipt for which was quoted in the “History of Chicago.” That receipt was recognized by the Commissioner, and the deed was made directly to Mr. Peck.

Our citizens have all noticed the splendid drug store of J. H. Reed & Co., No. 144 Lake street. The day it was opened, October 28, 1851, we stood in front of the store, conversing with the owner of the building, Jeremiah Price, Esq. Pointing to one of the elegant windows, said Mr. Price: “I gave \$100 in New York for that centre pane of French plate glass. That is exactly what I paid Mr. J. Noble for this lot, eighty feet front, on a part of which the store stands, when I purchased it in 1833.” That lot cannot now be bought for \$54,000. Wolcott’s Addition, on the North side, was bought in 1830 for \$130. It is now worth considerably over *one and a quarter million of dollars*. Walter L. Newberry, Esq., bought the forty acres which forms his addition to Chicago, of Thomas Hartzell, in 1833, for \$1,062. It is now worth half a million of dollars, and what is fortunate for Mr. Newberry, he still owns by far the largest part of the property. So late as 1831, one half of Kinzie’s addition, all of Wolcott’s addition, and

all of block 1, Original Town, were sold for \$20,000. They are now worth, at a low estimate, \$3,000,000. Any number of similar instances might be given of the immense appreciation of Real Estate in Chicago.

From the great appreciation which these figures show, many may be led to suppose that no more money can be made on Real Estate in Chicago. Exactly the reverse is true. As compared with their original cost, lots near the centre of the city cannot be expected to appreciate so rapidly as in years past; but that they will steadily advance, there can scarcely be a doubt. Let any business man study carefully the facts contained in these articles; let him remember that within the lifetime of thousands who read these pages Chicago will contain her hundreds of thousands of people; and then let him calculate, if he has the courage, what Real Estate will then be worth in the commercial centre of the Mississippi Valley.

The following table exhibits the total valuation of real and personal property in Chicago, as taken from the Assessor’s books, for a series of years. It must be remembered, however, that property is assessed at far below its real value:

1839,	1,829,420	1846,	5,071,402
'40,	1,864,205	'47,	6,189,335
'41,	1,888,160	'48,	9,936,000
'42,	2,325,240	'49,	7,617,102
'43,	2,250,735	'50,	8,101,000
'44,	3,166,945	'51,	9,431,828
'45,	3,669,124	'52,	12,035,037
1853,	22,929,637		

The following shows the assessed value of the different kinds of property for the last year. The lands are within the city limits; but are not yet divided into lots:

Lands	\$5,481,031
Lots.....	12,997,977
Personal Property.....	4,451,311
Total.....	\$22,929,637

It will be noticed that the value of property has nearly doubled in the year 1853. This fact corresponds very well with the increase of population, that being *fifty-seven per cent*.

CHURCHES.

We stated in our History that the Methodists were the pioneers among all religious sects in

Chicago. They were represented here in 1831-'2-'3 by the veteran Missionary preacher, Jesse Walker. The first quarterly meeting was held here in the fall of 1833, in Watkin's schoolhouse. The building stood on the southwest corner of Clark and Old North Water streets. There were present at that meeting—John Sinclair, presiding elder; Father Walker, missionary; William See and William Whitehead, local preachers; Chas. Wisencraft, Mrs. R. J. Hamilton and Mrs. Harmon. In the spring of 1834 the first regular class was formed. Father Walker had previously built a log church at "the Point," which had been occupied for holding meetings for a year or two. Soon after the class was formed in the spring of 1834, a small frame church was built upon North Water street, between Dearborn and Clark streets. The lot on which the church now stands, corner of Clark and Washington streets, was purchased in 1836, and in the summer of 1838 the church was moved across the river on scows, and placed upon the lot. It was enlarged several times, to accommodate the increasing congregation. The present church was built in the summer of 1846.

The First Presbyterian is the oldest church in the city. It was organized on the 26th of June, 1833, by its first pastor, Rev. Jeremiah Porter, now of Green Bay. Mr. Porter was chaplain of a detachment of U. S. troops, who came here from Green Bay early in that year. When organized, it consisted of twenty-five members of the Garrison. The names of the citizens who united with it were:

JOHN WRIGHT,	} Elders.
PHILO CARPENTER,	
Rufus Brown,	Mrs. Elizabeth Brown,
John S. Wright,	Mary Taylor,
J. H. Poor,	E. Clark,
Mrs. Cynthia Brown.	

Ten churches have since been organized in whole or in part from this church. It is now in a very flourishing condition under the pastoral care of Rev. H. Curtis.

The first Catholic church in Chicago was built by Rev. Mr. Schoffer, in the years 1823-'4. It was located somewhere in State street. It now stands in the rear of St. Mary's Cathedral, and is used by the Sisters of Mercy as a school room. St. Mary's is the oldest Catholic church in the city. It was opened for divine service on the 25th of December, 1843. Its pastors then were Rev'ds Fischer and Saint Pailais, now Bishop of Vincennes. The house was completed by the

late Bishop Quarter, and consecrated by him December 5th, 1845.

St. James is the oldest Episcopal church in the city. It was organized in 1834. The following were the first members:

Peter Johnson,
Mrs. P. Johnson,
Mrs. Juliette A. Kinzie (wife of J. H. Kinzie, Esq.),
Mrs. Francis W. Magill,
Mrs. Nancy Hallam,
Mrs. Margaret Helm.

The first Baptist church was organized by Rev. A. B. Freeman, on the 19th of October, 1833. The following were its first members:

Rev. A. B. Freeman,	Willard Jones,
S. T. Jackson,	Ebon Crane,
Martin D. Harmon,	Samantha Harmon,
Peter Moore,	Lucinda Jackson,
Nath'l Carpenter,	Betsy Crane,
John K. Sargents,	Hannah C. Freeman,
Peter Warden,	Susannah Rice.

The first church erected by this society was built on North Water street—the precise time we cannot give. In 1843-'4 the society built a large brick house on the lot now owned by them on the south side of the public square. It was burnt down in October, 1852. A new church is now in process of erection, which will cost at least \$25,000.

The first Sunday School in Chicago was established by Philo Carpenter, Esq., and Capt. Johnson, in August, 1832. Mr. Carpenter, in company with G. W. Snow, Esq., arrived here on the 30th of July, 1832. The school was first held in a frame, not then enclosed, which stood on ground a short distance northeast of the present residence of Mrs. John Wright, on Michigan Avenue. It is now washed away. The school consisted of thirteen children. It was held during the fall of that year and the next season above the store of P. F. W. Peck, Esq., at the southeast corner of LaSalle and Water streets. Rev. Mr. Porter also preached in the same place. In the fall of 1832 Charles Butler, Esq., of New York, presented the Sunday School with a library, and it soon increased to forty or fifty members.

The first Congregational church was organized on the 22d of May, 1851, on the west side of the river.

The following is the present

List of Churches and Ministers in Chicago.

PROTESTANT EPISCOPAL.

TRINITY CHURCH—Madison, near Clark street; Rev. W. A. Smallwood, D. D., rector.
 ST. JAMES'S CHURCH—corner of Cass and Illinois streets; R. H. Clarkson, rector.
 CHURCH OF THE ATONEMENT—corner of Washington and Green streets, west side; Dudley Chase, rector.
 ST. PAUL'S FREE CHAPEL—Sherman, near Harrison st.; J. McNamara, rector.
 GRACE CHURCH—corner of Dearborn and Madison sts.; C. E. Swope, rector.
 ST. ANSOARIUS CHURCH—corner of Indiana and Franklin streets; Gustavus Unonius, rector.

PRESBYTERIAN.

FIRST PRESBYTERIAN CHURCH—corner Clark and Washington streets; Harvey Curtis, pastor.
 SECOND PRESBYTERIAN CHURCH—corner of Wabash Avenue and Washington streets; R. W. Patterson, pastor.
 THIRD PRESBYTERIAN CHURCH—Union street, between Randolph and Washington streets, West side; E. W. Moore, pastor.
 NORTH PRESBYTERIAN CHURCH—corner of Illinois and Wolcott streets, North side; R. H. Richardson, pastor.
 REFORMED PRESBYTERIAN CHURCH—Fulton street, corner Clinton street, West side; A. M. Stewart, pastor.

CONGREGATIONAL.

FIRST CONGREGATIONAL CHURCH—Washington street, between Halsted and Union streets, West side.
 PLYMOUTH CONGREGATIONAL CHURCH—corner Dearborn and Madison streets; N. H. Eggleston, pastor.
 NEW ENGLAND CHURCH—corner Wolcott and Indiana streets; J. C. Holbrook, pastor.
 SOUTH CONGREGATIONAL CHURCH—There is preaching regularly by Rev. E. F. Dickenson, at the church near American Car Company's Works, at half past 10 o'clock, A. M., every Sabbath. Also at 3 P. M., at the New Congregational Meeting House, corner of Clark and Taylor streets, near the Southern Michigan Railroad Depot.

LUTHERAN.

NOTWEGIAN CHURCH—Superior, between Wells and LaSalle streets; Paul Andersen, pastor.
 GERMAN CHURCH—LaSalle, between Indiana and Ohio streets; J. A. Fisher, pastor.
 GERMAN CHURCH—Indiana street, near Wells; Augustus Sells, pastor.

BAPTIST.

FIRST CHURCH—Burned down, now worshipping in the old Presbyterian Church, on Clark, near Madison street; J. O. Burroughs, pastor.
 TABERNACLE CHURCH—Desplaines, between Washington and Madison streets, West side; A. Kenyon, pastor.

METHODIST EPISCOPAL.

CLARK STREET CHURCH—corner Clark and Washington streets; J. Clark, pastor.
 INDIANA STREET—between Clark and Dearborn streets; S. Bolles, pastor.
 JEFFERSON STREET—between Madison and Monroes, West side; E. H. Gammon, pastor.
 OWEN STREET—corner Owen and Peoria streets, West side; S. Guyer, pastor.
 CLINTON STREET—between Polk and Taylor sts, West side.
 HARRISON STREET—near State street; F. A. Read, pastor.

GERMAN—Indiana street, between Wells and LaSalle sts.; C. Wink, pastor.

GERMAN—Van Buren street, corner of Griswold; A. Kellener, pastor.

METHODIST PROTESTANT.

METHODIST PROTESTANT—corner of Washington and Jefferson streets; Lewis R. Ellis, pastor.

CATHOLIC.

CATHEDRAL OF ST. MARY'S—corner of Madison street and Wabash avenue; Patrie Thomas McElhearn and James Fitzgerald, pastors.

ST. PATRICK'S—corner Randolph and Desplaines street; Patrick J. McLaughlin, pastor.

HOLY NAMES OF JESUS—corner Wolcott and Superior streets, North side; Jeremiah Kinsella, pastor.

ST. PETER'S—(German)—Washington, between Franklin and Wells street; G. W. Plathe, pastor.

ST. JOSEPH'S—(German)—corner Cass st. and Chicago avenue, North side; Anthony Kopp, pastor.

ST. LOUIS—(French)—Clark, between Adams and Jackson streets; I. A. Lebel, pastor.

ST. MICHAEL'S—corner North avenue and New Church street; E. Kaiser, pastor.

ST. FRANCIS ASEMICH—West side; J. B. Weicamp, pastor.

NEW JERUSALEM—SWEDENBORGIAN.

PLACE OF WORSHIP—corner of Dearborn and Randolph streets; J. R. Hibbard, pastor.

UNITARIAN.

UNITARIAN CHURCH—North side of Washington street, between Clark and Dearborn streets; R. H. Shippen, pastor.

UNIVERSALIST.

UNIVERSALIST CHURCH—South side of Washington street, between Clark and Dearborn streets; L. B. Mason, pastor.

JEWISH.

SYNAGOGUE—Clark street, between Adams and Quincy streets; G. Schneldacher, pastor.

[COLLEGES, SCHOOLS, etc.]

The common Schools of Chicago are the pride and the glory of the city. The school fund is ample, and every child in the city can obtain the elements of a good English education *free of charge*. We have now six large Public School edifices, two in each division of the city. From three to seven hundred children are daily gathered in each.

Besides these, we have a large number of private schools and seminaries, where those who wish can educate their children.

We have an excellent Commercial College, at the head of which is Judge Bell. The Catholics have a College, and the Methodists are also about to establish and endow a University. We have also a most excellent Medical College.

The educational facilities of Chicago may therefore be regarded as of a very high order.

BANKS, BANKING, etc.

Had we space to write out the history of Banking in Illinois, and especially in Chicago, it would present some interesting topics for the contemplation of the financier. We have had two State Banks. The first was established early in the history of the State, and though the most extravagant expectations were entertained of its influence for good, its bills soon depreciated very rapidly, and for the want of silver change, they were torn in several fragments and passed for fractions of a dollar. It soon became entirely worthless. The second State Bank was chartered by the session of the Legislature in the winter of '34-'5. In July of '35, it was determined to establish a branch here; but it was not opened till December of that year. In the financial embarrassments of '37, the bank stopped specie payment, but continued business till '41, when it finally suspended. For the ten succeeding years we had no banks of any kind in the State. These were dark days for Illinois. She annually paid banking institutions of other States immense sums of money in the shape of interest for all the currency she used.

Tired of this system, a general banking law, modeled after that of New York, was passed, and on the 3d of January, '53, the Marine Bank in this city commenced business. The law is regarded as rather too stringent by our bankers, and hence they do not procure bills for a tithe of the capital they employ. The following table shows the number of banks in this city, and the amount of bills they have in circulation:

BANKS.	BILLS IN CIRC'N.
Exchange Bank of H. A. Tucker & Co.....	\$50,000
Marine Bank.....	315,000
Bank of America.....	50,000
Chicago Bank.....	150,000
Commercial Bank.....	55,000
Farmers' Bank.....	50,000
Union Bank.....	75,000
Merchants' and Mechanics' Bank.....	54,700
City Bank.....	60,000

The capital of these banks is, in some instances, half a dozen times the amount of their circulation. The banking capital actually employed to do the business of the city must amount to several millions, and yet so rapid is the increase of trade, that money within the last six years has never borne less than ten per cent. interest. This is the legal rate established by the laws of

Illinois. Most of the time money can be loaned from one to two per cent. per month, by those who are willing to take advantage of the opportunities which are constantly offering. We presume that hundreds of thousands of dollars could be safely invested at any time within a week or two, at the legal rate of interest. We have never seen the money market of Chicago fully supplied at the regular legal rate, viz: *ten per cent.* per annum.

The following is a list of the private bankers and brokers doing business in Chicago:

R. K. SWIFT,	J. M. ADST,
JONES & PATRICK,	F. G. ADAMS & Co.,
SHELDON & Co.	N. C. ROE & Co.,
DAVISSON, McALLA & Co.	
E. H. HUNTINGTON & Co.	

Several of these firms are doing a large business. R. K. Swift is doing a very extensive business in foreign exchange, and has arrangements to draw on every principal city in this country and Europe.

We have tried to obtain the figures showing the actual amount of exchange drawn on New York and other American cities, and the cities of Europe; but some of our bankers, like a portion of our business men, are unwilling to furnish such facts, lest, as we infer, other capitalists should send their money here for investment. Their narrow policy, we trust, will be of no avail in that regard, for they will always have as much business as they can possibly do; and the fact that the legal rate of interest is *ten per cent.*, and that the money market has never yet been fully supplied, together with the certainty that Chicago will not be "finished" for the next century at least, will induce a still larger number of Eastern capitalists to invest their money in Chicago. There is not in the wide world a city that furnishes opportunities for safer investments than Chicago—whether the money is employed in banking operations, or is loaned on real estate security.

PRICE OF LABOR.

In a city growing as rapidly as Chicago, labor is always in demand. Especially is this true where every department of business is equally active and increasing. In dull times, and in cities which have passed the culminating point of their prosperity, master mechanics can select their journeyman, and do somewhat as they wish. For the last year or two, so great has been the demand for labor, that those who

worked by the day or week were the real masters, for good mechanics could command almost any price they chose to ask.

The following table, carefully prepared, shows the price now usually paid to journeymen in this city. The range is large, but it is not wider than the difference in the skill and capacity of different men in every occupation.

O CCUPATION.	WAGE PER WEEK AND FOR DAY.	EARNINGS PER PIECE AND FOR WORK.	
		PER	WORK.
Blacksmiths and Iron Works	\$1.35 to 2.00	..	..
Blowers and Strikers	10 85 to 1.00	..	..
Butchers	1.00 to 1.50	..	..
Choppers and Pack	1.25 to 1.50	..	..
Carpenters	1.00 to 2.00	..	..
Cabinet Makers	1.00 to 2.00	..	..
Upholsterers	..	..	..
Coppers	..	..	..
Dry Leathers	1.00 to 1.50	..	..
Hatters	..	..	..
House Painters	1.25 to 1.75	..	..
Harness Makers and Saddlers	..	..	..
Masons and Plasterers	1.50 to 2.00	..	..
Marble Cutters	1.75 to 2.00	..	..
Blacksmiths	1.00 to 1.50	..	..
Printers, comp. etc.	1.67	..	..
Rope Makers	1.50	..	..
Ship Carpenters and Joiners	1.50 to 2.25	..	..
Ship Caulkers	2.50 to 3.00	..	..
Stone Cutters	1.75 to 2.00	..	..
Shoemakers	..	..	..
Trunk Makers	..	..	..
Tailors	..	..	..
Cutters	..	..	..
Tanners	1.00 to 1.25	..	..
Carriers	..	..	..
Wire Workers and Weavers	1.00 to 1.50	..	..
Wagon and Carriage Makers	1.50 to 2.00	..	..
Painters	1.25 to 2.00	..	..

CHICAGO WATER WORKS.

A supply of pure water is essential to the health, and therefore to the prosperity of any city. The citizens of Chicago have great reason to congratulate themselves upon the near completion of one of the finest specimens of engineering that can be found in any city. The Chicago Water Works will very soon be the pride of all our citizens. No better water can be found than Lake Michigan affords; and increased health and blessings without number will attend its introduction throughout the city.

We are indebted to E. Willard Smith, Esq., resident engineer, for the following description of the works:

The water is taken from Lake Michigan at the foot of Chicago Avenue. A timber crib twenty by forty feet is sunk six hundred feet from shore. From this crib a wooden inlet pipe thirty inches interior diameter, laid in a trench in the bottom of the lake, conveys the water to the pump-well. This well is placed under the Engine House. The end of the inlet pipe is of iron, and bends down to the bottom of the well, which is twenty-five feet deep, and at ordinary

stages of the water in the lake contains fourteen feet of water. The pipe acts as a siphon.

The water flows by its own gravity into the well, whence it is drawn by the pumping engine and forced into the mains, and thence into the Reservoir in the South Division, from which it is distributed into the distribution pipes in the various parts of the city.

ENGINE.

The Engine is located in the main building. It was built at the Morgan Iron Works, in New York, and is a first class engine, low pressure, of two hundred horse power. Its cylinder is forty-four inches in diameter, and has a piston with a nine foot stroke. The fly wheel is an immense casting of iron, twenty-four feet in diameter, and weighing twenty-four thousand pounds. The working beam is of cast iron, thirty feet long and four feet deep. It is supported by a hollow iron column instead of the usual gallews frame, four feet in diameter, and forming also an air vessel for the condenser. There are two water pumps, one on each side of this centre column, of thirty-four inches bore, six feet stroke. These pumps are furnished with composition valves. The boiler, which is located in the north wing of the building, is a marine boiler of the largest size, being thirty feet long and nine feet in diameter, furnished with an admirable arrangement of flues, and possessing an extraordinary strength of draught. The consumption of coal by the boiler is very small, and it proves very economical. The engine was put up under the care and direction of Mr. DeWitt C. Cregier, the steam engineer of the company. The cost of the engine was only twenty-five thousand dollars. This engine is capable of furnishing over three million gallons daily, which is a supply for one hundred thousand persons.

DUPLICATE ENGINE.

At the opposite end of the main building is a duplicate engine, of about one half of the power of the other, which is kept in reserve in case of any breakage or accident happening to the other. This engine was manufactured by H. P. Moses, of this city; it is a non-condensing or high-pressure engine. The engine pump works horizontally, on a heavy cast-iron bed plate, supported by masonry. The steam cylinder is eighteen inches internal diameter, with a piston of six feet stroke. The pump is double acting, and of the same diameter and stroke as the steam cylinder and piston; it is placed behind the steam cylinder. The steam piston

passes through both heads of the steam cylinder, one end connecting with the pump, and the other with the crank or fly wheel. The fly wheel is an iron casting, 12 feet in diameter.

ENGINE HOUSE.

The Engine House is built of brick masonry, in the modern Italian style. The main building is fifty-four feet front and thirty-four feet deep, with a wing on each side, each forty-four feet front and thirty-four feet deep.

The main building is carried up two stories high, making an elevation of thirty feet above the principal floor. The wings are one story high.

The roof is composed of wrought iron trusses covered with zinc plates.

In the centre of the front of the main building a Tower is constructed, fourteen feet square at the base, and one hundred and forty feet in height, surrounded by an ornamental cornice of metal. This tower forms a striking feature of the building. It also serves as a chimney for both boilers, and also has a chamber in the centre, separated from the smoke flues, in which is placed the standing column.

RESERVOIR BUILDING.

This building is two stories high. The principal floor is placed three feet above the surface of the street. The exterior for the first story, (fifteen feet above the principal floor,) is made of cut stone, with rustic joints, surmounted by a cut stone string course. The second story is faced with pressed brick and rustic quoins of cut stone. The architraves of the doors and windows are of cut stone. The main cornice is of cast iron, projecting four feet from the face of the wall, and supported by ornamental cast iron consoles.

This cornice forms a balcony, which is surrounded by an ornamental iron railing.

The tank is supported by a brick column and brick arches, and is capable of holding five hundred thousand gallons of water.

The building when completed, with the tank, will be about ninety feet in height. This tank is designed to hold only a night supply for fifty thousand inhabitants. As the population of the city increases, it is proposed to erect similar reservoir buildings, with tanks, &c., in each division. The surface of water in the tank will be eighty-three feet above the Lake. The reservoir is situated immediately south of Adams street and west of Clark.

RIVER PIPES.

The river pipes conveying the water across the river are made of boiler iron plates, riveted

together, and are twelve inches in interior diameter. About thirty miles of distribution and main pipes are laid in the streets, extending over a large portion of the city—connecting with one hundred and sixteen fire hydrants at the corners of the streets.

STANDING COLUMN.

The standing column is a cast iron pipe, twenty-four inches in diameter, placed vertically in the engine house tower. It is connected with the pumps and main pipes, and serves as a regulator in keeping up a uniform head of water in the reservoirs.

OFFICERS.

The present Board of Water Commissioners consists of John B. Turner, and Alson S. Sherman, Esqrs. Horatio G. Loomis, Esq. has lately tendered his resignation of the office of Water Commissioner, and his successor is John C. Haines, Esq. William J. McAlpine, Esq. is the Chief Engineer of the Water Works, and Mr. E. Willard Smith, Resident Engineer; Mr. Benjamin F. Walker, Superintendent; Mr. Henry Tucker, Treasurer, and Mr. De Witt C. Cregier, Steam Engineer.

It is proper to say in this connection that the plans for the Water Works were furnished by Mr. McAlpine, and the architectural designs for the several buildings above described, by Mr. Smith.

The cost of the work will be three hundred and sixty thousand dollars. The same work would now cost four hundred and twenty thousand dollars.

The works are now calculated to supply a population of fifty thousand persons with thirty gallons of water each every twenty-four hours, which is equal to one million five hundred thousand gallons daily. The work is so planned as to be easily extended to meet the wants of one hundred thousand population by laying more pipe, and building more Reservoirs.

Break-Water and Depot Buildings of the Ill. Central R. R.

This great work commences at the South Pier, four hundred feet inside of its extreme east end and extends south one thousand two hundred and fifty-seven feet into the Lake, thence west six hundred and seventy-five feet on the North line of Randolph street, thence south-west one hundred and fifty feet, thence to a point opposite the American Car Factory, making fourteen thousand three hundred and seventy-seven—in all sixteen thousand four

hundred and fifty-nine feet. From the Pier to the Engine house the break-water is twelve feet wide; thence down to the Car Company's works half that width. The upper portion of the crib work is built of square timber twelve by twelve, locked together every ten feet, and the intermediate space filled by stone, piles being driven on the outside to keep it in place. The first piece of crib work sunk, in building the break-water, has a very stout plank bottom. The water line of the crib work south of Randolph street is six hundred feet east of the east side of Michigan Avenue, and the outer line of the crib work, between Randolph street and the river, is one thousand three hundred and seventy five feet. The area thus enclosed and rescued from the dominion of the Lake, is about thirty-three acres. Upon this area the Illinois Central Railroad proposes to erect, first, one passenger station house, four hundred and fifty feet long, by one hundred and sixty-five wide, including a car shed. The N. W. corner of this building will be occupied exclusively for offices and passenger rooms, and will be forty by one hundred and twenty feet, and three stories high. A freight building six hundred by one hundred feet; grain house one hundred by two hundred, and one hundred feet high, to the top of the elevators; calculated to hold five hundred thousand bushels. Three tracks will run into the freight house; eight tracks into the passenger house, and two tracks into the grain house. The basin lying between the freight and grain houses will be five hundred by one hundred and seventy-eight feet and will open into the river. All these buildings are to be constructed of stone, obtained from Joliet. The cost of the breakwater will be not far from five hundred thousand dollars, and of the buildings not far from two hundred and fifty thousand dollars. The work was commenced in December 1852, and will be finished during the year 1854—Mr. Mason having been detained as much by legal difficulties as natural obstacles.

The extreme length of the pile bridging for the railroad track is two and a half miles. Of this, one and a half miles, parallel with Michigan Avenue, is double track, and the remainder is single. For the single track, two rows of piles are driven inside the breakwater, and four for the double track. These piles are well braced and bolted together, and form a very substantial structure for the railroad track.

It will be impossible to give any thing like an accurate description of the Company's works until they are completed; for as day by day

the great commercial promise of Chicago brightens, the extent and breadth of the Company's works will be increased in proportion, or at least so far as their depot accommodations will allow them. What was estimated to be sufficient a year since, has now been found inadequate. And the next six months will develop further change and increase.

The Michigan Central Railroad either rent the privilege of using the road of the Illinois Central in entering the city, or, what is more probable, share the expense of building the break-water. The works are planned on a magnificent scale, but they will not do more than accommodate the vast business of the two companies which occupy them. We have very indefinite ideas of the amount of business which the opening of the Illinois Central R. R. will bring to Chicago. As soon as it is finished, a daily line of magnificent steamers will be put on the Mississippi river to run regularly between Cairo and New Orleans. Till the roads crossing the Illinois Central are completed east to Cincinnati, almost the entire travel between New York and New Orleans will pass through Chicago—and it will always be a favorite route between the North and the South.

Mich. Southern & Rock Island R. R. Depot.

These Companies are preparing to build a splendid depot between Clark and Sherman streets, near Van Buren street. All the plans and arrangements for the building are not completed, and we therefore are obliged to omit a description in detail. It will cost at least sixty thousand dollars.

Galena & Chicago Union Railroad Depot.

This Company within the next week or two will put under contract a new freight building north of the present depot east of Clark street. Its dimensions will be three hundred and forty by seventy-five feet and two stories high. It is expected to cost twenty-five thousand dollars. Still another freight building is to be immediately erected east of the present freight depot. It is to be two hundred and fifty by sixty feet, and two stories high. The upper part of the building is especially designed for storing grain. It is to be finished in the best style, and will cost about fifty thousand dollars.

The company are also preparing to enlarge their engine house and machine shops, at an estimated cost of twenty thousand dollars.

Several of our other roads are maturing their

plans to erect depots; but they are not sufficiently complete to allow us to make a notice of them.

Cook County Court House.

This fine building stands on the public square. It was completed during the last summer, and is an ornament to the city. An engraving of it will be found on the cover of our pamphlet. One hundred and ten thousand dollars, expended in building it, were borrowed on the bonds of the county having from seven to eighteen years to run, at ten per cent interest, payable semi-annually. Sixty thousand dollars of these bonds were taken by Col. R. K. Swift, of this city, and the balance of the money was furnished by eastern capitalists.

Telegraphs.

We might present a large number of statistics in regard to our Telegraph lines, but it is sufficient to say that we are in telegraphic communication with all the principal towns and cities in the Union. The important incidents that occur in Washington, New York and New Orleans, up to six o'clock in the evening, or the foreign news when a steamer arrives, may be found the next morning in the columns of the *Democratic Press*.

Omnibus Routes.

The two principal omnibus proprietors in the city are S. B. & M. O. Walker, and Parker & Co. There are in all eight routes, on several of which each company has a line of omnibuses. The total length of the different routes is twenty-two and one half miles. The number of omnibuses now running is eighteen, making four hundred and eight trips per day, and eight hundred and two miles run by the different omnibuses. The proprietor of the Bull's Head Hotel, also runs an omnibus regularly to State street market. During the summer several other lines are to be established, and many more omnibuses will be employed. Parker & Co. have eleven omnibuses engaged in carrying passengers from the Hotels to the different railroad depots.

Bridges, Sidewalks, &c.

There are bridges across the Chicago river at the following streets: Clark, Wells, Lake, Randolph, Madison, Van Buren, North Water Railroad Bridge, Kinzie and Chicago Avenue. A new and elegant pivot bridge, similar to that

across the river at Lake street, is to be built at Clark street during the present season. It will be a great and much needed improvement.

The total length of the sidewalks within the city is one hundred and fifty-nine miles, and of planked streets twenty-seven miles. There are four miles of wharves, and six miles of sewers already put down.

We think these facts show a laudable degree of enterprise in a city not yet quite seventeen years old. These improvements will be greatly extended during the present summer.

Chicago Gas Company.

We have a very efficient Gas Company, and now that the city is well lighted during the night, our citizens would be very unwilling to plod along in darkness, as in former years. From the recent report of the Company it appears that during the last year there has been laid in the city twenty-one thousand two hundred and sixty-five feet of four inch, four thousand two hundred and ninety-nine feet of six inch, and three thousand eight hundred and fourteen feet of ten inch pipe, making in all five miles two thousand nine hundred and seventy-eight feet; and the total amount laid throughout the streets of the city is thirteen miles six hundred and thirty-eight feet, the whole cost of which has been eighty thousand seven hundred and thirteen dollars and three cents. Up to January 1st, 1853, there had been placed with all the necessary connections, five hundred and seventy-four meters, at a cost of fourteen thousand four hundred and eighty dollars and ninety-seven cents. During the last year, two hundred and seventy-nine have been set, at a cost of seven thousand three hundred and thirteen dollars and twenty-six cents—making the total amount twenty-one thousand seven hundred and ninety-four dollars and twenty-three cents. January 1st, 1853, there were five hundred and sixty-one private consumers, during the last year two hundred seventy-nine have been added, making a total of eight hundred and forty, with an aggregate of seven thousand five hundred and thirty-two burners. There are two hundred and nine public lamps, which have consumed during the year, one million three hundred and sixty-six thousand one hundred and forty cubic feet.

Extensive improvements have been and are being made at the works. The new gas holder will be finished in the spring. The tank is one hundred and four feet in diameter, twenty feet deep, and constructed of heavy masonry. The holder will be telescopic, in two sections, and

will hold three hundred and fifteen thousand cubic feet. The amount expended during the year in enlargements and improvements at the station is forty-two thousand eight hundred and nineteen dollars and eleven cents, and the total expenditure on account of station works to date is one hundred and thirty-five thousand seven hundred and seventy-four dollars and twelve cents. The total amount expended for real estate to date has been twenty-six thousand one hundred and five dollars and forty-seven cents, of which twenty-one thousand five hundred and forty-two dollars and seventy-five cents have been expended within the last year.

The amount of coal used last year exceeds that of the preceding by six hundred and fifty-eight tons one thousand and ninety-four lbs. In 1852, eight million nine hundred and eleven thousand one hundred cubic feet of gas were made, and in the last year fourteen millions four hundred and twelve thousand three hundred and eighty feet, showing an increase of five millions five hundred and one thousand two hundred and eighty feet.

The receipts for the year have been as follows:

Private Consumers.....	\$59,991 45
Public Lamps.....	3,963 94
Coke and Tar.....	2,511 49
Rent and sundries.....	175 84

Making a total of.....\$46,442 82

Which sum exceeds the receipts of the former year sixteen thousand and twelve dollars and sixty-four cents.

At the beginning of the last year, the stock issued amounted to four thousand two hundred shares (\$105,400); since then four thousand one hundred and thirty-six shares (\$103,400,) have been added to the capital stock—making a total of eight thousand three hundred and thirty-six shares (\$208,400.) The number of stockholders is sixty-six, of whom thirty-three reside in Chicago, holding three thousand four hundred and sixty-nine shares (\$86,725.) The funded debt of the Company is seventy thousand dollars, in bonds bearing interest at the rate of seven per cent. per annum.

Health of Chicago.

Till within a few years it has generally been supposed that Chicago was a very unhealthy city. There never was a more unfounded assertion. Before the streets were thrown up, it was very wet and muddy at times; but since our main streets were planked we suffer no more from this cause than most other cities. The ground on which the city stands is nearly level, and but a few feet above the lake, yet there is sufficient slope to drain the streets, and if an efficient sys-

tem of sewerage is adopted, as we trust it soon will be, this objection, which has done so much to injure Chicago, will not have even a shadow of foundation.

The following table shows the comparison of deaths with the population since 1847, from which it appears that the past year has been one of remarkable health:

	No. of Deaths.	Population.
1847.....	520	16,850
1848.....	500	19,724
1849.....	1,509	22,047
1850.....	1,335	28,620
1851.....	841	
1852.....	1,649	28,738
1853.....	1,217	60,662

The diseases proving most fatal during past year are given as follows:

Consumption.....	198
Teething.....	111
Scarlet Fever.....	24
Diphtheria.....	30
Dysentery.....	59
Typhoid Fever.....	27

Deaths by accident or design:

Drowned.....	76
Killed.....	0
Suicide.....	5
Poisoned.....	1
Found dead.....	1
Total.....	53

We are willing that these figures should be compared with those of any other city in the Union.

It should be remembered that in the years 1849 and '50 we had the Cholera in Chicago, and to that cause must be attributed the increased bills of mortality for those years.

The statistics of the last year show a mortality but a very small fraction above one in sixty. It will be observed that here, as in eastern cities, that terrible disease, the consumption, claims the largest number of victims; but we think facts will bear us out in the statement, that it is not a disease indigenous to this part of the country.—Most of those who die with it in this city, come here with it from the eastern States, or have a hereditary taint in their constitution. We heard Dr. Mott, of New York, than whom there is no higher authority in this or any county, express the opinion that in the centre of a continent this disease does not generally prevail. Our observation since residing in Illinois, confirms this opinion. The pure invigorating breezes, sweeping over the broad bosom of our magnificent lake for hundreds of miles, are a never failing source of energy and health to those who make homes in the Garden City.

Plank Roads.

We have several plank roads leading out of the city. The Northwestern commences near the Galena Railroad Depot on the West Side, and

extends to the town of Maine, 17 miles. Seven miles from the city the Western road branches off and is completed seventeen miles from the city. It is intended to extend this road to Elgin.

The Southwestern Plank Road leaves the city at Bull's Head, on Madison street, and passes through Lyonsville to Brush Hill, 16 miles. From Brush Hill the Oswego Plank Road extends fourteen miles to Naperville.

The Southern Plank Road commences on State street, at the south line of the city, and is finished to Comorn, ten miles south of the city. We believe it is to be extended south to Iroquois County.

The Blue Island Avenue Plank Road,

Is a more recent, and on many accounts, is a very important improvement, and therefore merits a description more in detail. It extends from the village of Worth, or Blue Island, due north on the township range line between ranges 13 and 14 east of the third principal meridian, to the southwestern corner of the city, thence on the diagonal street of the same name, ordered plank-ed by the City Council, it is continued to the heart of the city on the west side of the river. It will be but about thirteen miles from Worth to the city limits by this road, and being on a direct line, it must command the travel coming to Chicago from the south, nearly all of which concentrates at Worth. This road is rapidly progressing toward completion, and as it runs through a region of country heretofore without a road, it will have the effect to add another rich suburban settlement to Chicago. The lands upon the line of this road are the most fertile in the vicinity of the city, and to facilitate this improvement for gardening purposes, the owners of many of them have cut them up into ten and twenty acre lots, and are selling them to actual settlers and others very low, and on good time. This arrangement will secure a dense population on the line of the road, and make all of the lands along it very valuable, as it must be one of the gardening sections of the Garden City. The very large ditches cut by the drainage commissioners along this road, furnish a very high and splendid grade, made of the earth excavated, six miles of which cost ten thousand dollars for ditching alone. These ditches render the lands at all times dry and arable. The avenue on the prairie is to be one hundred and twenty feet wide; on either side of which trees are to be planted by the owners, so as to make it a most beautiful "drive" from the city.

The town of Brighton, at the crossing of this

and the Archer road, is to be improved this spring by the erection of a fine Hotel and other buildings. As by this road cattle can be driven to the city without danger of fright from locomotives, and as two of the principal roads entering the city meet at Brighton, with abundant water at all times, and pasture and meadow lands in almost unlimited quantities beyond, no one can doubt its favorable position for becoming the principal cattle market of Chicago.

Lake Shore Plank Road.

This road was recently organized, is now under contract, and commences at the north line of the city limits on Clark street. It runs thence northwardly nearly parallel with the lake shore for about two miles to the new and elegant hotel recently erected by Jas. H. Rees, Esq., of this city, and E. Hundley, of Virginia. Thence through Pine Grove Addition, and to Little River, thence north-westwardly to Hood's Tavern, on the Green Bay road, which is in reality an extension of North Clark street. The whole length of the road is about five miles. It will open up a beautiful section north of the city, in which will soon be located elegant residences, surrounded by beautiful gardens, furnishing one of the finest "drives" from the city. There are some of the most beautiful building spots on the line of the road that can be found anywhere in the vicinity of Chicago.

COOK COUNTY DRAINAGE COMMISSION.

Among the most important of the recent improvements affecting Chicago, the drainage of the neighboring wet lands should not be omitted, as well in an agricultural and commercial view, as from its effect upon the sanitary condition of the city and its vicinity. This highly important improvement is being effected by the "Cook County Drainage Commission," a body incorporated by act of Legislature, approved June 22, 1852, in which Henry Smith, Geo. W. Snow, James H. Rees, Geo. Steel, Hart L. Stewart, Isaac Cook and Charles V. Dyer, are named as Commissioners. Dr. Dyer, 28 Clark street, is Secretary of the Board.

They and their successors in office are empowered to locate, construct and maintain Ditches, Embankments, Culverts, Bridges and roads, on any lands lying in townships 37, 38, 39 and 40, in ranges 12, 13 and 14, in Cook county; to take land and materials necessary for these purposes, and to assess the cost of such improvements upon the lands they may deem to be benefitted thereby.

Objection was made to the creation of this Commission, that the powers entrusted to it were too great, and might be abused, and the act was passed with some difficulty. But it was seen that full powers must be given to the Commissioners, in order that their efforts for the benefit of the public and a large body of proprietors might not be stopped or impeded by a few short-sighted objectors. Their powers in effect, are simply those given to any Railroad or Canal Company, for the purpose of effecting a specified object.

The two years of their corporate existence, have shown that the Commissioners have used their powers faithfully and efficiently. They have located and constructed their works generally upon the petition of the proprietors of the land to be drained, and it is believed that in every case these improvements have been followed by an immediate and commensurate advantage to the lands through which they pass.

Their examination showed the Commissioners that a vast body of land within the limits of the commission, which had before been deemed valueless, lay in fact from four to twelve feet above the lake, and needed only a proper drainage to make it available for purposes of agriculture and occupation.

Acting upon this knowledge, they have expended some \$100,000 in constructing ditches and other works, under the superintendence of an able and experienced engineer, with the most salutary effect upon a large extent of country.— Houses are now being built with *dry cellars* upon ground heretofore covered with water. In one instance, a quarter section which had been repeatedly offered for sale at five dollars an acre, brought one hundred and twenty-five dollars after being drained, and a similar rise of value in lands has been produced in other cases.

The objects of the Commission will be vigorously prosecuted during the coming summer, and it is hoped that the unsightly swamps which have heretofore disfigured this and adjoining townships, will soon become "smiling gardens and rich fields of waving corn."

MANUFACTURES.

What is presented under this head cannot be considered as exhibiting any thing like a complete view of Chicago manufactures;—there are many branches, such as the making of hats and caps, clothing, boots and shoes, fur goods, harness, trunks, and saddlery, &c., &c., which are omitted entirely, and others are sadly imperfect; but the fact arises from our inability to obtain

correct data from those engaged in the various departments of business. We have repeatedly been promised facts and figures which have not come to hand, and the publication of our article cannot longer be delayed. Enough is shown, however, in what follows, to establish the truth of the declaration that the position of Chicago is not less favorable for a manufacturing than a commercial centre, and that capital invested in manufactures is here sure to yield a large profit.

Chicago Locomotive Company.

The attention of our business men was called, last September, to the importance of establishing at this point the manufacture of Locomotives, an enterprise which was demanded by the concentration of so many extensive and diverging lines of railroads at this place; a Company was at once formed, with a capital stock of one hundred and fifty thousand dollars, and the following gentlemen chosen a Board of Trustees:

Wm. H. Brown.	E. H. Haddock,
Thos. Dyer,	J. H. Collins,
Geo. Steele,	J. P. Chapin,
Robt. Foss,	W. S. Gurnee,
W. H. Scoville.	

The Company was fully organized, by the election of the following officers:

Wm. H. Brown, <i>President</i> .	
W. H. Scoville, <i>Treasurer</i> .	
Sholto Douglass, <i>Secretary</i> .	
E. H. Haddock,	} Executive Committee.
Robt. Foss,	
Wm. H. Brown,	

Messrs. H. H. Scoville & Son, who had been for several years extensively engaged in the construction of various kinds of machinery, and the building of railroad cars, and had large buildings well located and adapted to the wants of the new company, offered their establishment; it was accordingly purchased, and is now the head quarters of the Chicago Locomotive Company. The Messrs. Scoville had already commenced a locomotive, which was placed upon the track soon after the organization, and was the first locomotive built in Chicago. It was named the "Enterprise," and its entering into the service of the Galena and Chicago Union R. R. was made the occasion of an appropriate celebration. Since that time, the Locomotive Company have furnished the same road with another engine, the "Falcon," pronounced by all a first class locomotive. Their third locomotive will be put upon the track in a few days, and will add to the growing reputation of Chicago-built engines. In a short time the company will employ about two hundred men

at their works, and will be able to turn out *two engines per month*, every portion of which will be manufactured from the raw material in this city. We are happy to learn that the Company are supplied with orders for sometime to come, and from the arrangements they have made for the best material and most skillful workmen, together with an abundance of capital, it is certain that a short time will demonstrate that it is no longer *necessary* for Railroad Companies to order locomotives exclusively from eastern manufacturers.

The G. & C. U. R. R., have rebuilt several locomotives at their extensive machine shop, and within a few weeks they have turned out an entirely new first class engine, which may properly be called a Chicago locomotive, since the drafting and all the work was done at their shop, except the boiler and driving wheels. The "Black Hawk" compares favorably with the best eastern locomotives, and is doing daily duty for its builders, never yet having been "behind the time."

American Car Company.

The American Car Company commenced business in the fall of 1852, but did not get fully under way until the following March, when all the various departments of the factory were properly organized. Their works are situated on the lake shore, in the southern part of the city, about three miles from the mouth of the harbor, and the buildings, with the necessary yard room, cover thirteen acres. The Michigan Central and Illinois Central Railroads pass by the factory, so that the location is most favorable on many accounts. They have a foundry where they cast wheels and boxes and all the casting requisite for cars, in fact they manufacture every portion of their cars from the raw material, except cloths, and such ornamental trimmings as belong exclusively to other branches of manufacture. The American Car Company have constructed about seven hundred cars of all kinds, the great majority of them being freight Cars. Nothing can exceed the passenger cars which they have furnished the Illinois Central road for completeness of arrangement and perfection of finish. The number of men employed at the works varies from two hundred and fifty to three hundred. The value of finished work sent out from the factory up to the first of January, 1854, is a little beyond four hundred and fifty thousand dollars. D. H. Lyman, Esq., is the able and energetic Superintendent of the Company.

Union Car Works.

A. B. Stone & Co. are the proprietors of this establishment. The ground it now occupies was

an unbroken prairie in September, 1852, when they commenced the erection of their buildings. In February, 1853, they had their buildings and machinery erected and turned out the first car; since which time they have furnished two hundred and fifty freight, and twenty first class passenger, ten second class passenger, and ten baggage and post office cars. Their machinery is driven by a seventy-five horse power steam engine. They have consumed in the past year about one and half millions feet of timber; six hundred tons of wrought iron; one thousand tons of cast iron; two hundred tons of coal, and employed 150 men. They have the equipping of the C. & R. I. R. R. and the western division of the Ohio and Mississippi Railroad. In addition to the iron work for their cars, they have manufactured all the iron for Messrs. Stone & Boomer, used in the construction of bridges, turn-tables, &c. They have enlarged their buildings and increased their facilities sufficiently to enable them to turn out five hundred freight and forty passenger cars per year.

Messrs. Stone & Boomer, builders of Howe's Patent Truss Bridges, Locomotive Turn-tables, Roofs, &c., occupy for their framing ground and yard several lots adjoining the Union Car Works. They have had contracts the past year for bridges on twenty-four different railroads in Illinois, Missouri, and Wisconsin, embracing one hundred and fifty bridges, the aggregate length of which is thirty-seven thousand linear feet.

This company has a capital invested of one hundred and fifty thousand dollars, and employ upon an average three hundred men. They have used two thousand tons of iron, and five and a half million feet of lumber. Bridges completed, ten thousand linear feet; bridges not completed, twenty-seven thousand linear feet. Turn-tables completed, nineteen; not completed, twelve. Cubic yards of masonry—completed and not completed, nine thousand. Gross earnings, eight hundred thousand dollars.

Illinois Stone and Lime Company.

This new Company was organized in this city in December last, purchasing the entire interest of Messrs. A. S. & O. Sherman in the celebrated stone quarry at Lemont, twenty-five miles south of Chicago, upon the Illinois and Michigan canal, also the lime kiln property near Bridgeport.—The following are the officers of the company.

W. S. GURNEE, *President.*

M. C. STEARNS, *Secretary & Treasurer.*

A. S. & O. SHERMAN, *Superintendents.*

The stone obtained at the quarry now worked by this company, is nearly a milk white limestone, and forms one of the most beautiful building ma-

materials to be found in the Western States. The edifices which have already been completed with fronts of this stone, attract the attention and command the admiration of all who visit the city, and are pointed out with an extreme degree of satisfaction and even pride, by our citizens.

The existence of this quarry at so short a distance, of inexhaustible extent, and accessible by water communication, is a most fortunate circumstance connected with the building up of our city. The stone can be furnished where it is wanted, so that the cost of a wall of this material is only one-third greater than that of Milwaukee brick with stone dressings, while in the beauty of the two styles there is hardly room to institute a comparison.

The Company have been making, during the past winter, extensive preparations for the activity of the opening season, having employed at the quarry and at the yards here, about three hundred men. We are informed that contracts have already been made for furnishing fronts of this stone to twelve buildings on business streets, besides several private residences, all going up this summer. The Company expect to increase the number of men employed to five hundred, with increased facilities for transportation, and additional machinery and steam power, in order to fully meet the demand upon its resources.

Marble Works.

There are several establishments in the city for dressing marble for cemeteries, interior decorations for buildings, furniture, and various other purposes, but we have only space to speak of one of the principal. Messrs. H. & O. Wilson have extensive buildings with necessary yard room, at the corner of State and Washington streets, erected last summer. The amount of business last year, exceeded fifteen thousand dollars. We mention as a single item, that one hundred marble mantles were sold by them last year.

Brick Yards.

The sub soil of Chicago and vicinity is a blue clay, underlying the surface from three to six feet and affording an exhaustless supply of material for the manufacture of brick which are strong, heavy and durable. We are not able to ascertain accurately the number of brick manufactured here last year, but have gathered enough information to show that it must have reached twenty millions. These brick were all used in the erection of buildings last season in addition to those imported from Milwaukee and other lake ports, which fell but little short of three millions. In the spring of 1853 contracts for Chicago brick

delivered at the buildings were closed at four dollars and twenty-five cents per thousand, but they advanced during the summer to six dollars. The contract price for quantities, this season, ranges from six dollars to six dollars and fifty cents. The following are among the principal manufacturers of brick; G. W. Penney; F. T. & E. Sherman; Elston & Co.; Anthony Armitage; Louis Stone.

Coaches, Carriages and Wagons.

The manufacture of vehicles of various descriptions to supply the demand of the city and country has kept pace with the increase of other departments of business, and from small beginnings in board shanties, has taken possession of large edifices of brick and stone, resonant with the whirl of multifarious machinery driven by steam power, where the division of labor among the bands of workmen, each skillful in his own line, results in the production of articles finished in the best manner for the purpose at the lowest possible cost. It is a noticeable fact that the importation at this place of vehicles from eastern factories has almost entirely ceased, and is confined to buggies and light carriages, mostly destined for the interior. We have not space to speak of all the wagon factories in the city; large and small they number nearly one hundred. We therefore mention only some of the principal.

B. C. Welch & Co. occupy an extensive establishment on Randolph street, and devote themselves entirely to the production of buggies, carriages, omnibuses and coaches. The following figures will give an idea of the business of this house, whose work will in all respects compare most favorably with those imported from builders enjoying only a more extended reputation and of longer standing. The capital employed in this establishment is thirty-two thousand dollars, and the amount of finished work disposed of last year reached the sum of forty-five thousand dollars. The average number of men in the factory is about seventy. The number of carriages sold during the year was one hundred and eighty-five, of which fifteen were omnibuses for the various lines in the city, ranging in price from five hundred to five hundred and fifty dollars each.—Among the number were five close carriages, ranging from five hundred to eight hundred dollars each.

Ellithorpe & Kline are also engaged in the exclusive manufacture of carriages, ranging through all the styles from the light open buggy to the heavy family and livery carriages; and they have already acquired an enviable reputation in their

line. Their establishment is in the West Division, at the corner of Randolph and Morgan streets. Their sales last year amounted to fifteen thousand dollars. It is their intention to more than double their business during the present year, in doing which they will employ constantly from fifty to sixty men.

P. Schuttler has a large factory at the corner of Randolph and Franklin streets, where the business is confined exclusively to the manufacture of lumber wagons. A steam engine furnishes the motive power for all requisite machinery, and about thirty-five men are constantly employed in the establishment, as carpenters, blacksmiths, painters, &c. The number of wagons made annually somewhat exceeds four hundred, and their value amounts to nearly thirty thousand dollars.

J. C. Outhet has a factory on Franklin street, from which he sold last year one hundred and fifty wagons, besides numerous drays, carts and buggies, sales amounting to about seventeen thousand dollars. The number of men employed here is about eighteen. Mr. Outhet proposes to enlarge his establishment and introduce steam power, by which his business will hereafter be greatly extended.

H. Whitbeck unites the manufacture of wagons, buggies, and carriages with that of ploughs. Within the past year he has greatly enlarged his factory by the erection of a large brick building of four stories, for machinery, besides numerous smaller shops for various purposes. The capital invested in this establishment is in buildings and machinery, twenty thousand dollars; in stock, fifteen thousand dollars; total, thirty-five thousand dollars. The amount of sales for the preceding year exceeded forty thousand dollars.—The number of vehicles manufactured for the same period is five hundred and eighty-nine, and the number of ploughs, one thousand. This establishment now gives employment to from forty to fifty men, and it is the intention of the proprietor to increase his business during the present year.

Furniture.

This forms another very extended department of manufacture in our midst, and in which very many persons are engaged. Our limits will allow us to speak of but one or two of the largest establishments. Numerous as they are, and many of them employing a large capital, they are called upon beyond their power to meet the demand, and there is probably no other branch of manufacture more inviting at present, than the one under consideration. The rapid growth of the city is to be supplied, and the wide expanse of coun-

try penetrated by our railroads, filing up with new settlers, while the old ones are increasing wonderfully in wealth and in wants. We have often paused in the railroad depots to notice the immense quantities of furniture accumulating for distribution in the interior, bearing cards of Chicago manufacturers.

C. Morgan occupies a building on Lake street, twenty feet front by one hundred and sixty-three deep, and running up entire five stories. The two lower floors are used to exhibit samples, and three upper devoted to the workmen. Although keeping a general assortment Mr. Morgan is engaged principally in the manufacture of chairs and the more expensive kinds of furniture, embracing all the recent styles of pattern, finish and material. His sales last year amounted to thirty thousand dollars, the establishment affording employment to over forty men.

Ferris & Boyd have their show rooms on Lake street, and their shop on Van Buren street. In the latter their machinery requires an engine of fifteen horse power, and the increase of their business has compelled them to add forty feet of shafting within a few months. They employ constantly about fifty men, while their machinery does the work of twenty-five or thirty hands.—Their manufactured articles are rather more in the common and useful line, than the luxurious and expensive, while neatness of finish and elegance of style characterize all their productions. They connect with their business the manufacture of frames for pictures and mirrors. We believe it is the only establishment in this city where gilt frames are made to any extent. They turn out very fine work in this line; some of their frames go as high as one hundred dollars each. Their entire sales last year reached fifty thousand dollars.

Among the other manufacturers in the city, doing a large business, we mention the names of Boyden & Willard, D. L. Jacobus & Bro., and Thomas Manahan.

Chicago Oil Mill.

Messrs. Scammon & Haven are the proprietors of this establishment—the only one in the city. It is capable of manufacturing one hundred thousand gallons of oil per annum. Owing to the difficulty of supplying themselves with seed, forty thousand gallons were the product of the mill during the last year.

Before the commencement of this important enterprise, in 1852, there was very little flax raised by our farmers, and in the spring of that year Messrs. Scammon & Haven imported sever-

al thousand bushels and sold it to the farmers at cost, in order that they might be able to supply their mill by the time it could be put in operation. They paid for seed during the past year from one dollar to one dollar twelve and a half cents, and are now selling oil at eighty-five cents. Before this mill was established Flax Seed was scarcely known in this market, and what did arrive sold at sixty to seventy-five cents per bushel. It will be seen, therefore, that the amount of business done by this mill is a clear gain to Chicago, and the region of country that is tributary to the city. It is a great convenience to our painters to be able to purchase a first rate article of oil in our city. The neighboring towns and cities also find it for their advantage to purchase their oil of Messrs. Scammon & Haven, as they are sure to get an article of very superior quality.

The machinery is propelled by an engine of fifteen horse power, and the processes by which it is manufactured are exceedingly interesting and curious. Between three and four thousand bbls. of oil cake were sold in this city and shipped east by Messrs. Scammon & Haven during the past year.

Another important department of this establishment is the manufacture of putty. About two hundred thousand lbs. were manufactured during the past year.

The total amount of capital invested is between twenty-five and thirty thousand dollars.

Soap and Candles.

The large amount of packing at this place especially of beef, affords a good opportunity for the extensive manufacture of soap and candles. There are several large establishments in the city, besides numerous small factories. As we are not furnished with data for giving the total business of the city in this line, we take one of the principal establishments, that of Charles Cleaver, Esq., situated at Cleaverville, upon the lake shore south of the city. The manufacture and sale by this establishment last year was as follows:

Candles, lbs.....	495,000	Tallow, lbs.....	884,300
Soap, "	982,070	Lard, "	334,341
Lard Oil, gallons..	43,530		

In connection with his business Mr. Cleaver has imported within the year three hundred and fifty tons of Rosin, Soda, &c. &c.

Machinery.

It is a source of gratification that Chicago is not only able to nearly supply the demand for machinery within her own limits, but contributes

largely to aid in the erection of mills and factories at other localities, some of which are far from being in our immediate vicinity. Engines, boilers, and machinery of all kinds are continually going out from the shops, while the demand increases faster than the facilities for supplying it. As we stood in a boiler shop but the other day, the hammers were ringing upon the rivets of seven boilers, four of which were for mills in Michigan, one for a town in Indiana, one for Davenport, Iowa, and one for Rockford. We have gathered the following facts in relation to several establishments.

Charles Reissig has a steam boiler factory from which last year the finished work sent out amounted to twenty-eight thousand dollars and the value of material purchased was eighteen thousand dollars. The number of boilers made at this shop last year was one hundred and seventeen, which, together with the other blacksmithing, afforded constant employment to about twenty-five men.

Messrs. Mason & McArthur employ at their works on an average forty men. They build gasometers, purifiers, governors and all the wrought iron works for the gas works; also steam boilers, water tanks, together with sheet iron work and blacksmithing in all its branches. The amount of business carried on by them may be estimated from the fact that they expended last year for iron and labor thirty-eight thousand dollars.

P. W. Gates & Co., proprietors of the Eagle Works, are large manufacturers of railroad cars, steam engines and boilers and machinery of all kinds. They have a capital of fifty-five thousand dollars invested. The manufactured work of last year amounted to one hundred and ten thousand dollars, giving employment to one hundred and fifty men. Among the articles turned out by them were one hundred and twenty-five railroad cars and twenty steam engines.

H. P. Moses is the proprietor of the Chicago Steam Engine Works, on the South Branch, the oldest machine shop in the city. He is confined to the manufacture of steam engines, mill-gearing, &c. Last year he constructed thirteen engines, ranging from ten to one hundred horse power, their value amounting to fifty-five thousand dollars. He employs sixty-five men, and his engines have a good reputation. There are now in his hands nineteen engines which will be finished within the next three months. We will remark here, that he is now building one to run our presses, which will be a model engine of its size. It rates in common parlance at ten horse power,

but with the boiler we shall put up with it, its builder says it will run up to twenty.

Leather Manufacture.

In this department we are furnished with statistics of the operations of three establishments.—That of W. S. Gurnee, tanned last year eighteen thousand hides out of forty-five thousand handled, in which was consumed nearly one thousand eight hundred cords of bark. The Tannery, with yards, drying sheds and other buildings, occupies two acres on the South Branch. The establishment employs fifty men, and a large steam engine is used to drive all necessary machinery.

Messrs. C. F. Grey & Co. tanned, last year, thirteen thousand eight hundred and nineteen hides, and the sales of leather amounted to sixty-two thousand dollars. They employ upon an average thirty-two men in this part of their business. We mention here that the firm of S. Niles & Co., in which they are partners, have manufactured since August 1st, 1853, about eighteen thousand lbs. of pulled wool, taken from pelts purchased for tanning.

Another establishment which employs twenty-five men furnishes us with the following figures of their business for the last year: Number of hides and skins tanned, 6,984; sides of harness leather, 3,395; bridle, 1,479; collar, 965; upper, 4,577; calf skins, 1,636; belting 281.

Stoves.

We have but one establishment of long standing, the Phoenix Foundry, of Messrs. H. Sherman & Co. which has been doing a large business for several years, and become well known by the extent of its operations and the quality of its wares. We are not able to state how many stoves were sent out from this foundry last year, but the proprietors employ constantly fifty men, and cast, daily, six tons of metal. Connected with the sales room on Lake street is a shop for making furniture for stoves where, in the fall and winter, a number of tin-smiths are employed.

Vincent, Himrod & Co have established a stove foundry during the year, from which they are prepared to turn out from four to five thousand

stoves per annum, and will, within a short time, enlarge their works so as to manufacture double that number.

Agricultural Implements.

In addition to the manufacture of ploughs already mentioned we have factories for making thrashing machines, corn shellers, fanning mills, and other farming utensils, but we are without figures to exhibit the amount of business.

J. S. Wright has commenced here the manufacture of Atkin's Self Raking Reaper and Mower. Last season, the first of the enterprise, he turned out sixty machines. He has now in hand three hundred machines which will be finished in time for the coming harvest, and furnished at one hundred and seventy-five dollars on time—one hundred and sixty dollars cash. The establishment at present employs about seventy-five men, but will be greatly enlarged during the year, as it is the intention of the manufacturer to build one thousand machines in time for the following season.

McCormick's Reaper Factory has been in successful operation for so many years, and the machines constructed have attained such a world wide celebrity, that it is unnecessary for us to more than briefly notice it here. It occupies extensive buildings and grounds on the north side of the river, near the mouth of the harbor, and the time was when its tall chimney formed, perhaps, the most prominent landmark for vessels approaching the harbor. Now we have hundreds as large and high, like volcanic craters belching forth clouds of smoke, suggestive of the mighty toils of elements beneath. The number of reaping and mowing machines manufactured and sold in 1853, amounted to a little less than one thousand five hundred, and at an average price of one hundred and thirty dollars, gives one hundred and ninety-five thousand dollars as the amount of sales. The number of combined reaping and mowing machines turned out during the present year will be at least one thousand five hundred, furnished at one hundred and fifty dollars each. The number of men employed at the works is about one hundred and twenty.

COMMERCIAL REVIEW

FOR 1853.

THE past year has been one of unexampled prosperity. The increase in our population has been fifty-seven per cent., and yet every one of our sixty thousand people, who has the disposition and the health to labor, is fully employed. There is not probably upon the Continent a city whose healthy permanent growth requires and can profitably employ so large an increase of labor and capital as Chicago. But our business now is with the commerce of the past year. We commence with

FLOUR.

The receipts and shipments of Flour during the past year do not show so large an increase as might at first be expected. This is owing to the large amount consumed in the construction of our various railroads, and by our increasing population both in the city and country. The following table exhibits the total amount of receipts for the past two years, and the sources from which they were derived:

	1852—bbls.	1853—bbls.
Galena and Chicago Railroad.....	44,316	30,702
Lake.....	2,875	2,265
Canal.....	1,846	7,223
Eastern Railroads.....	4,300	7,411
Manufactured in city.....	70,979	83,833
Rock Island Railroad.....	—	696
Total.....	124,316	131,130

It will be seen that the receipts for the past exceed those of the previous year by nearly seven thousand barrels. The city mills have

manufactured twelve thousand barrels more than they did in 1852.

The shipments of Flour from this port by Lake, for a series of years, were as follows:

YEARS.	BBLS.
1844.....	6,320
1845.....	13,752
1846.....	23,045
1847.....	32,538
1848.....	45,300
1849.....	51,309
1850.....	100,871
1851.....	73,406
1852.....	61,196
1853.....	70,984

SHIPMENTS OF FLOUR FOR 1853:

Lake.....	70,984
Canal.....	1,197
Galena Railroad.....	445
Eastern Railroads.....	666
Ill. Central Railroad.....	983
	74,190

Leaving a balance of 56,950 barrels, part of which has been shipped by Michigan Central and Rock Island railroads, and the rest consumed in the city.

The shipments made by canal and railroad were mostly in small lots, for consumption in the various towns through which they severally pass.

The prices in this market on the first of each month for the years 1851-'52-'53, were as follows. The lowest figures are for common country Spring Wheat brands, and the higher for best city mills:

	1851.	1852.	1853.
January	\$2.75a4.50	\$2.35a4.00	\$3.00a5.00
February	2.75a4.50	2.25a4.00	4.00a5.00
March	3.00a5.00	2.50a4.25	3.50a4.75
April	3.00a4.50	2.50a4.00	3.50a4.50
May	3.00a4.25	2.25a4.00	3.50a4.75
June	3.00a4.25	3.00a4.25	3.50a4.75
July	3.00a4.25	2.50a4.00	3.50a4.75
August	2.25a4.25	2.50a4.00	3.75a4.75
September	2.25a4.25	2.50a4.00	3.50a5.00
October	2.25a3.75	2.75a4.75	5.25a6.25
November	2.25a3.75	2.75a4.75	4.75a5.75
December	2.25a3.75	2.75a4.75	4.50a5.50

The interesting fact is evident from these figures, that Flour has averaged during the past year about a dollar per barrel above the prices paid the year previous, and two dollars above those paid in 1851. This important advance in one of our great staples has added hundreds of thousands of dollars to the property of the State of Illinois.

WHEAT.

The crop of Wheat for the last year, in all the section of country which seeks Chicago as its market, was large, and the quality of the grain was generally very good. Within the year our railroads have been extended in almost every direction, thus affording facilities to bring out the surplus grains in the hands of producers. This fact, together with the high prices ruling here and in Eastern markets, has increased the receipts of the past year in a large ratio.

The following are the receipts for the last two years, and the sources from which they were derived.

	1852—bush.	1853—bush.
Galena and Chicago R. R.	504,896	901,866
Canal	108,597	352,103
Lake	129,251	62,031
Eastern Railroads	13,903	15,081
Teams	180,749	237,980
Rock Island Railroad	44,115	44,115
Ill. Central	.....	14,739
Total	937,496	1,637,465

The figures for the shipments, and the amount used in the manufacture of Flour in the city, do not agree precisely; but it is very easily accounting for the discrepancy, as mistakes in so large an amount of grain, especially where the books are kept by so many individuals, may very easily occur. The shipments, as we have obtained them from the books of our Water street merchants, are as follows:

	1852—bush.	1853—bush.
Shipped by Lake	635,193	1,206,163
" " Canal	807	1,618
Used by Distillers	13,000	3,000
" " Mills	289,493	372,743
Eastern Railroads	.....	102,367
Total	937,496	1,685,791

The average price for Wheat for the past year has been at least ten cents per bushel higher than it was the year previous. This has placed a very large amount of money in the hands of our farmers, and has relieved thousands from financial embarrassment.

The annexed table shows the price of Wheat in this market on the first of each month for the years 1852 and 1853:

	1852.	1853.
	SPRING.	WINTER.
January	31-42	50-65
February	37-45	50-70
March	35-45	60-72
April	34-40	60-70
May	34-40	62-72
June	34-40	68-76
July	37-39	68-76
August	40-43	65-70
September	44-50	69-75
October	48-56	60-72
November	55-60	66-75
December	56-60	70-80

Shipments of Wheat from this port, by Lake, for several years, are as follows:

1842	556,907
1843	688,967
1844	891,894
1845	956,860
1846	1,459,594
1847	1,974,304
1848	2,160,000
1849	1,936,264
1850	853,614
1851	437,660
1852	635,496
1853	1,206,163

The opening of the Rock Island Railroad, and of the Illinois Central to Galena, and by the time the coming crop is gathered, to the heart of the State, will open the rich fields of Iowa, and an extensive and fertile portion of our own State, to our Wheat buyers. The benefits will be mutual, both to the dealer and the producer, and will increase this department of our commerce more than we should dare now to predict.

CORN.

There is not in the "wide world" a section of country of equal extent better adapted to the growing of corn than Illinois. A very small proportion of what is raised in the State finds its way to market, and appears in commercial statistics. Hundreds of thousands of acres are not gathered at all. The farmers turn their stock into their ample fields, and their fine bullocks and splendid porkers have nothing to do but to "eat and grow."

Although the receipts for the past year do not quite equal those of 1852, there can be no doubt

that there was much more raised throughout the State, but the high prices in the latter part of 1852 brought out the surplus that had lain over in the hands of farmers from previous crops. It will be seen that the receipts by the Galena Railroad and teams are much smaller, while those by canal are much larger than they were in 1852. The receipts from the Illinois river would have been much larger had not the navigation of that important artery of our commerce been almost entirely stopped by the low stage of water for nearly half the entire season.

The following table shows the amount of Corn received in this market for the past two years.

	1852—bush.	1853—bush.
Illinois and Michigan Canal.....	1,810,830	2,481,584
Galena and Chicago Railroad...	671,961	228,505
From teams.....	508,230	136,220
Rock Island & R.....		17,862
Ill. Central R. R.....		3,595
Eastern Railroads.....		1,833
Total.....	2,991,011	2,869,339

There is one fact of great interest in relation to this staple. It is fast becoming better and more favorably known in the markets of Europe as an article of food. As its high nutritious qualities and the modes of preparing it for the table are better understood in foreign countries, the demand for export must become proportionably greater.

The shipments for the past year are as follows:

Shipped by Lake.....	2,739,532
" " Eastern R. R.....	40,676
Used by Distillers.....	81,000
Total.....	2,861,228

It will be seen that the amount does not correspond exactly with the receipts. We could very easily make them do so, but we prefer to give them as we have found them on the books of the canal, the railroads and on those of our merchants, rather than to make a show of a degree of accuracy which every business man knows to be impossible.

The following shows the price of Corn on the first day of each month for the past two years.

	1852.	1853.
January.....	36-38	39-55
February.....	31-34	34-41
March.....	32-34	40-45
April.....	33-34	36-40
May.....	33-34	40-46
June.....	36-37	45-50
July.....	32-33	47-50
August.....	42-43	58-65

September.....	50-52	55-60
October.....	50-53	54-55
November.....	48-50	48-50
December.....	56-58	47-48

The shipments of Corn from this port for a series of years by Lake are as follows:

1847.....	67,315
1848.....	550,460
1849.....	644,848
1850.....	203,013
1851.....	3,321,317
1852.....	2,757,011
1853.....	2,729,582

OATS.

Our figures show a falling off in receipts during the past year of about 200,000 bushels. This, we have no doubt, is to be attributed to the fact that, owing to the high prices paid during the latter part of the previous year, the entire surplus in the hands of the farmers was brought out, and only the crop of the past year was left to be brought forward. The receipts of 1852 were over 2,000,000 of bushels, being three times that of any previous year. A portion of this large increase was doubtless derived from the crop of 1851.

The annexed table shows the receipts for 1852-'53, with the sources from which they were derived.

	1852—bush.	1853—bush.
From Canal.....	833,703	971,350
From Railroad.....	674,981	473,829
From Teams.....	581,297	402,729
Rock Island Railroad.....		11,810
Illinois Central Railroad.....		16,779
Eastern Railroads.....		273
Total.....	2,089,641	1,875,770

They were disposed of as follows:

Shipped by Lake.....	1,633,842
" " Canal.....	493
" " Eastern R. R.....	114,169
Total.....	1,748,494

This leaves a balance of 126,276 bushels for city consumption, which probably is not far from the true amount.

There was a large demand for shipment east during the months of May and June, caused by the short crop the year previous in the States bordering on the seaboard, and hence they reached the highest price in those months that they have ever borne in this city since we began to export. Forty cents per bushel for oats will afford the Illinois farmers an immense profit. After the new crop came in, prices fell off

twenty-five per cent., but even at these figures they can be grown at a fair profit.

The following table shows the prices ruling in this market on the first of each month for the past two years:

	1852.	1853.
January.....	16-17	23-35
February.....	19-20	34-35
March.....	19-20	23-34
April.....	18-19	30-31
May.....	18-20	34-49
June.....	23-24	37-40
July.....	24-25	30-32
August.....	27-28	34-37
September.....	27-28	19-33
October.....	30-32	26-2
November.....	24-30	26-28
December.....	23-30	27-28

The shipments by Lake for a series of years are as follows:

1847.....	38,892
1848.....	65,289
1849.....	26,849
1850.....	168,184
1851.....	608,827
1852.....	2,080,317
1853.....	1,633,842

The northern portion of our State is peculiarly adapted to the growing of Oats, and we may therefore expect a large increase of this grain for export. The prices they have borne for the last eighteen months afford a handsome profit to our farmers, and they will be encouraged to cultivate this crop more extensively while these prices are likely to continue.

RYE.

This grain has recently been introduced into this market. We find no notice of it in any commercial statistics previous to 1852. That year the shipments amounted to 17,015 bushels. The Rye that is sold in this market is brought here principally by the Galena railroad; but we regret that it is not kept separate from Corn or some other grain. From other sources we have the receipts for the past year, viz:

Ill. and Mich. Canal.....	3,948
Lake.....	22
Rock Island Railroad.....	617
Ill. Central.....	635
Teams.....	4,364
Total.....	9,496

The shipments and uses made of Rye in this city are showed in the annexed table:

Shipped by Lake.....	81,594
Eastern Railroad.....	568
Distillers.....	4,000
Total.....	86,162

This would make the receipts by the Galena Railroad 76,676. The shipments by Lake for the last two years are as follows:

1852.....	17,015
1853.....	81,594

The prices of Rye in this market on the first day of every month for the year 1853 were as follows:

January.....	58-60	July.....	59-60
February.....	59-60	August.....	58-59
March.....	59-60	September.....	62-63
April.....	55-58	October.....	62-65
May.....	55-60	November.....	58-60
June.....	59-60	December.....	54-55

It will be seen that the shipments of this grain for the past year have increased very rapidly, and we have a right, therefore, to infer that it is found to be a profitable crop. It will undoubtedly become a very considerable item in our future exports.

BARLEY.

This article is also comparatively "a new comer" in the Chicago market. The statistics of the last two years show the following receipts:

	1852—bush.	1853—bush.
From Canal.....	8,785	25,610
Railroad.....	59,243	135,429
Teams.....	21,313	28,00
Lake.....	1,687	1,576
Rock Island Railroad.....	.....	972
Total.....	127,028	192,387

It will be seen that the receipts of the past year exceed those of 1852 by 65,359 bushels—an increase of more than fifty per cent.

The shipments for the last five years show the following result:

	BUSHEL.
1849 (South) by Canal.....	31,463
1850 " ".....	31,912
" (Lake).....	960
1851 (South) by Canal.....	11,460
" (Lake).....	8,537
1852 " ".....	70,818
1853 " ".....	79,689
" Eastern Railroad.....	40,527
" Canal.....	51
Used by Brewers and Distillers.....	69,500

Prices in St. Louis in 1849-'50-'51 were above those ruling in Eastern markets, and hence shipments were made South. That city seems to have obtained supplies from other sources, and shipments during the last two years have been made by Lake and railroad, as shown in the table.

The following table exhibits the prices ruling

In this market on the first of each month for the year 1853:

Jan.....	50-51	July.....	3-40
Feb.....	49-52	Aug.....	35-40
March.....	40-50	Sept.....	5-62
April.....	47-50	Oct.....	45-48
May.....	43-50	Nov.....	43-46
June.....	44-50	Dec.....	44-47

GRASS SEEDS.

It will be seen by the following tables that the receipts and shipments at this port have increased during the past year in a very large ratio. This is no doubt owing to the fact that the grasses grown upon our prairies are not found mixed with those pestiferous weeds that have found a firm foothold in the Eastern States. Eastern dealers have given the preference to Western seeds, and hence the large demand here for exports.

The following table shows the amount of seeds received the past year, and the sources from which they were derived:

By Canal.....	Rs. 1,027,863
Galena Railroad.....	1,105,298
Lake.....	54,601
Eastern Railroads.....	10,728
Total Rs.....	2,197,987

The shipments were made as shown in the following table:

By Canal.....	Rs. 29,341
Lake.....	1,399,350
Eastern Railroads.....	756,578
Total.....	2,185,269

The accounts of receipts and shipments are kept on the books of the canal, railroads and our Water street merchants in pounds, and there is no distinction made in the kinds of seeds forwarded. Hence it is impossible to tell the relative proportions of each. By far the larger amount was Timothy Seed. Averaging the gross receipts at 50 lbs. to the bushel, and the price at \$2, both of which are probably below the mark, we find that at least *half a million of dollars* were paid to our farmers for grass seeds alone.

The shipments by Lake from this port were for—

1852.....	Rs. 864,630
1853.....	1,399,350

The prices of grass seeds ruling in this market on the first day of each month for the year 1853, were as follows:

	BL. GR'S	RED TOP.	TIMOTHY	CLOVER.	FLAXS'D
Jan.....	1.00a1.25	25a1.50	1.62a1.75	5.00a5.25	—a1.00
Feb.....	do	do	1.75a1.87	do	80a1.00
March.....	do	do	1.75a2.00	do	do
April.....	do	do	do	4.00a4.75	do
May.....	do	do	do 1.87	4.50a4.75	do
June.....	do	do	do	4.75a5.00	do
July.....	do	do 75	1.62a1.75	4.00a4.25	do
Aug.....	do	do	1.50a do	do	do
Sept.....	do	do	do 2.00	do	do
Oct.....	1.00a1.50	do	do	do	do
Nov.....	do	do	1.87a2.00	do	do
Dec.....	do	do	do	do	do

Taken together, the statistics of the produce trade of our city show a gratifying increase. An examination of the tables exhibiting the prices at the first of each month will explain why our farmers are so prosperous. With their farms now paid for, they are prepared to make every desirable improvement, or to withstand any amount of "*hard times*" which all venerable croakers regard as certain to oppress the country *very soon*.

BUTTER.

No State presents greater facilities for the manufacture of this staple than Illinois; but the raising of stock, for slaughtering and for Eastern markets, is attended with so much less labor, that our farmers generally have neglected "the butter business." The following are the receipts for the past year:

By Canal.....	Rs. 77,849
Galena Railroad.....	665,900
Illinois Central do.....	43,871
Eastern Railroads.....	24,810
Total.....	812,430

The following shows the receipts by Lake, canal and railroad, during the years 1851-'52-'53:

	Lake.	Canal.	Railroad.	Total.
1851.....Rs.	37,693	334,523	372,216	
1852.....86,600	281,600	958,700	1,327,100	
1853.....	77,49	734,581	812,430	

The shipments during the same time were:

	Lake.	Canal.	Railroad.	Total.
1851.....lbs. 70,824	75,117	.....	145,941	
1852.....906,200	9,000	.....	915,200	
1853.....424,080	17,785	71,588	513,453	

The following are the prices paid in this market for Butter on the first day of each month for the year 1853:

Jan.....	14a16	July.....	12a12½
Feb.....	12a15	Aug.....	11a19½
March.....	12a14	Sept.....	12½a13
April.....	13a16	Oct.....	15a18
May.....	13a17	Nov.....	14a17
June.....	10a11	Dec.....	13a16

At these rates, with the low price of land in

Illinois and Southern Wisconsin, Butter will pay a very handsome profit to the producer. It may be, however, that, owing to the labor and skill necessary to produce a good article, our farmers will devote themselves mainly to the cultivation of the different kinds of grain and the raising of stock, and that our receipts will not increase in a ratio corresponding with our facilities for its profitable manufacture.

LARD.

The amount of Lard passing through this market is not as large as we had supposed. Our figures show the receipts to be as follows:

By Canal.....	bbls..2,955
" Lake.....	73
Rendered in city.....	3,725
Total.....	6,753

The prices ruling in this market for the past year, on the first of each month, were as follows:

Jan.....	11a11½	July.....	9a10
Feb.....	10½a11	Aug.....	9½a10½
March.....	9 10	Sept.....	9½a11½
April.....	9a10	Oct.....	9½a10½
May.....	9a10	Nov.....	11a12
June.....	9a10	Dec.....	10a16½

HOGS AND PORK.

The number of Hogs packed in this city is steadily increasing, and when the Illinois Central and the Chicago and Mississippi Railroads are completed and open to the trade of the central and southern portions of the State, Cincinnati must "look to her laurels," or Chicago will excel her in the packing of pork as much as she does now in the quality and amount of beef which our city exports to Eastern markets. In Illinois hogs are fattened almost entirely upon corn, which gives the flesh higher nutritive qualities than when the animal is reared and fed upon less nutritious food. This fact is beginning to be appreciated in Eastern markets, and must give our Pork, Lard and Hams the preference over those from States where Hogs are fattened upon mast or the refuse of the dairy.

The following is a statement of the number of Hogs packed for the season of 1853-'54:

	NO. HOGS	AV. WEIGHT	TOT'L WEIGHT
G. S. Hubbard.....	11,010	260	2,862,600
R. M. Hough & Co.....	7,147	240	1,715,280
Peynoll & Hayward.....	7,000	239	1,672,300
Thomas Dyer.....	4,331	261	1,130,391
R. S. Carpenter.....	4,220	249	1,050,780
Hugh Mayer.....	3,891	240	933,840
Geo. Stead.....	2,650	254	673,100
Hale & Clybourne.....	2,500	237	592,500
Atterton & Brown.....	1,530	214	327,420
P. Curtis.....	1,000	260	260,000
Flint & Wheeler.....	600	232	139,200
Nickerson & Weir.....	600	263	157,800
J. Creswell.....	541	250	135,250
Baily & Duranl.....	370	250	92,500
Abner Sutton.....	153	240	36,720
Total.....	52,409	219½	11,388,850

The average weight of the Hogs packed exceeds that of the year 1852 by 38 lbs., and the number packed exceeds that of '52 by nearly 4,000. The gross weight of the whole is greater than that of '52 by 3,000,000 of lbs. This shows a gratifying result; but we shall be much mistaken if the increase of the present year is not still more striking. We remark here, that the packing season commences about the first of November, and ends about the first of March. Our tables embrace that period.

A comparative statement of the business of the past three years, shows the following result:

HOGS CUT.	AV. WEIGHT.	TOTAL W'GHT.
1851-'52.....	22,036	5,247,373
1852-'53.....	48,156	10,192,972
1853-'54.....	52,849	13,188,815

The following is a statement of the number of Hogs received during the past season, and the sources from which they came:

Chicago and Galena U. R. R.....	45,779
Chicago and Rock Island Railroad.....	14,325
Ill. Central Railroad.....	1,243
Michigan Central Railroad.....	387
By Teams and on foot, to be slaughtered in city.....	12,347
Total.....	73,980

It will be seen that the receipts by the Rock Island Railroad form a very considerable item. Had the road been completed to Rock Island on the first of November, they would have been much larger.

The Hogs received here were disposed of as follows:

Packed in city.....	52,849
Shipped East by Mich. Central Railroad.....	9,782
" " Southern " ".....	845
Sold in city.....	10,503
Total.....	73,980

The following statement exhibits the price of Mess Pork on the first of each month for the past two years:

	1852.	1853.
January.....	\$13a14 00	\$16 00a16 50
February.....	12a13 00	16 30a....
March.....	13a13 50	16 00a....
April.....	14a14 50	15 00a....
May.....	14a14 50	15 00a16 00
June.....	14a14 50	15 50a....
July.....	16a17 00	16 00a....
August.....	17a19 00	15 00a15 50
September.....	18a18 75	15 00a17 00
October.....	20a....	15 00a....
November.....	19a....	15 00a12 75
December.....	16a16 50	15 00a15 50

The following table shows the range of prices

for dressed Hogs, per 100 lbs., from light to heavy, on the first and fifteenth of the four packing months.

Nov. 1st.....	\$5 00a ...
15th.....	5 00a5 50
Dec. 1st.....	4 88a5 25
15th.....	3 50a4 00
Jan. 1st.....	3 25a4 00
15th.....	4 00a4 15
Feb. 1st.....	4 25a4 50
15th.....	4 44a5 00
March 1st.....	4 50a4 75

BEEF.

The superiority of Chicago as a point for BEEF PACKING has long since been conceded. The supply upon which those engaged in this department of trade depend, comes not only from the fertile and almost boundless prairies of Illinois, stretching out to the west and south, but it comes also from the southern sections of Wisconsin, equally adapted by Nature for raising cattle with little expense to the grazier. It has also not been unfrequent, during the past season, to find large droves at the yards which had found their way to this market from the rich bottom lands in the valley of the Wabash, and from the small, but unsurpassed prairies of Indiana, attracted here by the better rates and greater facility with which large and choice collections of beves could leave the hands of the drovers.

The reputation which CHICAGO BEEF has acquired in Eastern and foreign markets, enables it to command higher prices and meet more ready sales than any other which is offered. It is always quoted in market reports distinct from other brands, and a difference is made in its favor. This fact is a sufficient commentary upon its superior quality. The foundation of this distinction is undoubtedly the character and condition of the animals brought here for slaughter. Those who have devoted themselves to the raising of Beef Cattle are determined that the natural advantages of the country shall be seconded and improved by judicious and attentive management. And it is a well known fact that every farmer who has a fine cow or steer for the butcher's knife, which he does not wish to enjoy at his own table, is anxious that it should *come to Chicago*. But it is no less true that the reputation of Chicago Beef is greatly due to the care and skill with which it is packed, and so long at least as the pioneers in this business—those who have created its world-wide and enviable reputation—continue, as they have to this time, to superintend the preparation of this great staple, will that reputation be sustained.

At the commencement of the last packing season the impression prevailed that the number of cattle packed here would not equal that of the preceding year. The feeling was caused by the well-known fact that a heavy draft had been made in all this region for the supply of Minnesota, Oregon and California, and that large numbers were continually being sent forward on foot and shipped by railroad for New York. The number thus taken from this place by the Michigan Central Railroad alone during the year was 3,857. Notwithstanding these facts, the summing up of the business of the season exhibits an increase over last year.

The Beef Packing business of Chicago is conducted by nine different establishments, one having been added during the year. The following is an enumeration of the various packers:

R. M. & O. S. Hough, Andrew Brown & Co., G. S. Hubbard & Co., Thomas Dyer, Reynolds & Haywood, B. Carpenter, F. L. Kent, O. H. Tobey, Clybourne & Ellis.

The largest number packed in 1853 by one house was 4,700 head; the smallest 250 head. The total number packed by all parties is 25,435 head, showing an increase over last year of only 772 head, the smallness of which has been already accounted for.

The number of barrels of Beef packed during the past year is 57,500, of which about 2,500 barrels were retained for Western consumption, and the remaining 55,000 barrels were shipped East, or are now awaiting shipment. The ultimate destination of this staple varies somewhat with the demand upon the New York and Boston markets, but there are several firms which pack principally for English houses. One extensive establishment packs exclusively for the use of American whale ships.

The average weight of Cattle packed here last year exceeds that of the preceding by 21 lbs. per head. In 1852 the average was 542 lbs. per head; in 1853 it was 563 lbs. In 1852, the lowest average of the different packing houses was 500 lbs., the highest 580 lbs.; in 1853, the lowest was 500 lbs., the highest 620 4-5 lbs. We find the weight of several lots packed in 1853 as follows:

NO. CATTLE.	LSB. WEIGHT.	AV. LSB. NETT.
1,484	949,128	638 9-10
1,323	916,824	602 3-10
209	187,784	628
113	77,518	686
291	200,208	688

The number of barrels of tallow rendered was 5,283, which, at an average of 250 lbs. per bar-

beef, gives a total of 1,350,750 lbs. The average weight of the hides was a fraction under 80 lbs. each, giving the total weight 2,026,321 lbs. The tallow was principally shipped with the Beef, though a considerable portion was retained for local consumption. The hides were generally sold by the packers to resident dealers, and are mostly consumed at the various tanning establishments of the city.

The barrels required are manufactured in this city, and also in the neighboring States, Wisconsin, Indiana and Michigan. They were quite plenty during the season, and were furnished in large quantities at \$1. The number of men employed in this business is between five and six hundred.

Commencing with the packing season, prices at the first of each month until the close of the year, for the last three years, were as follows:

	1851.	1852.	1853.
September.....	\$3a3 75	\$3 50a4 25	\$4 75a5 50
October.....	3a4 00	4 00a4 75	5 00a6 00
November.....	3a3 50	4 00a4 75	5 00a6 00
December.....	3a3 75	3 75a4 50	5 00a5 75

The following calculation, based upon the facts already adduced, presents the value of the products which arise from this business. The price assigned to each article was its market value at the close of the season.

Beef, 57,500 bbls., at \$10.50 per bbl.....	\$613,750 00
Tallow, 1,350,750 lbs. at 10½c per lb.....	141,328 75
Hides, 2,026,321 " 5¼c "	106,381 85
Offal, 25,435 head, at 55c.....	13,989 25
Total.....	\$865,949 85
Total in 1852.....	600,621 00
Increase.....	\$215,328 85

LUMBER.

As we predicted in our last commercial review, the Lumber business for 1853 has largely increased over all preceding years. Extensive preparations were made in 1852 by our far-seeing Lumber merchants to meet the demands which the opening of so many new railroads would be sure to create; but with all their exertions they were only able to supply the market with the utmost difficulty, and many large orders were obliged to lie over till the present year. The low stage of water in the Illinois river for more than three months, prevented large shipments during the summer to St. Louis and other Southern markets; and when the fall rains had rendered the river navigable, it was impossible to find boats to forward the Lumber that was waiting shipment. This circumstance saved our yards

from being stripped of almost all there was remaining over from the spring business, and that had arrived during the summer.

The following table shows the amount of Lumber received in this market for the last seven years:

	LUMBER.	SHINGLES.	LATH.
1847	32,118,225	12,148,500	5,553,700
1848	60,009,350	23,0 0,000	10,025,109
1849	73,359,553	29,057,750	19,281,723
1850	100,364,779	55,423,750	19,809,700
1851	123,056,437	80,328,250	27, 83,475
1852	147,816,323	77,080,500	19,759,670
1853	202,101,698	93,423,784	29,133,116

The table shows an increase of 64,281,866 feet of Lumber, 16,403,284 Shingles, and 19,373,446 Lath. There were on hand, on the first of January, '54, 26,580,248 feet of Lumber, 8,022,000 Shingles, 4,094,293 Lath.

We give the following table from the figures received from our merchants, though we doubt whether all of them reported the full amount of receipts and sales.

	RECEIPTS.	SALES.	ON HAND JAN. 1, '54.
Posts	402,471	302,780	99 691
Timber.. linear ft. 4,632,346		2,634,416	2,004,100
Railroad ties.....	175,232	....	....
Staves.....	2,110,539	Used in the city.	....
Telegraph Poles...	3,470	....	....

The Lumber business has always been a most important part of our commerce. Its benefits are not confined simply to the amount of Lumber sold here, but it furnishes a ready and profitable market for our produce and provisions of all kinds. It also employs a large number of vessels in the carrying trade.

The great extent of country now open to the Lumber merchants of this city by the completion of sixteen hundred miles of railroad, and the additions to be made during the present summer, will create a much larger demand for Lumber in this market than ever before. All the vast and fertile sections of the State to the south and southwest of us will be brought under cultivation very rapidly, and the pine Lumber necessary for the building of houses for our prosperous farmers must all come from Chicago. Our merchants understand all these facts perfectly, and have made increasing efforts to meet every contingency. There is no danger whatever that the market will be anything more than supplied, if indeed it be possible to keep up with the progress of the country, and the demand which will be made upon us to furnish our beautiful prairies with pleasant and comfortable homes, and our

cities and towns with residences for the merchant and artisan.

WOOL.

This has become a very important article of export, and the perfect adaptation of our prairies to the rearing of sheep, must tend greatly to increase its production for many years to come. We regard also Northwestern Wisconsin, Iowa and Minnesota as peculiarly adapted to "wool growing." The amount of Wool handled in Chicago may therefore be expected to increase immensely within the next few years. We are glad to notice a very commendable spirit of enterprise among our farmers to procure the best stock that can be found in this country or in Europe, in order that they may produce a superior article of Wool. The good influence of our Agricultural journals, in this regard, the "Prairie Farmer" especially, is worthy of all praise.

The following table shows the amount of Wool received in this market during the past year, and the sources from which it was derived:

By Canal	Ds.. 392,173
Galena Railroad.....	353,255
Other Railroads.....	215,472
Lake.....	69,707
Total.....	1,006,607

The following shows the manner in which it was disposed of:

Shipments by Lake.....	Ds.. 953,007
" " Canal.....	441
" " Eastern R. R.....	74,149
Total.....	1,027,603

It will be noticed that there is a slight discrepancy in the figures of the receipts and shipments. There may be small lots still in the hands of dealers, or it may have been shipped in some way that has escaped us.

The following shows the prices ruling in this market for the last three years, the range being from the poorest to the best qualities:

	1851.	1852.	1853.
June.....	25a40	18a29	40 145
July	28a40	25a16	32a50
August	28a35	25a37½	35a45

The following is a statement of the shipments for 12 years, ending in 1853:

1842.....	Ds.. 1,500	1848.....	Ds.. 500,000
1843.....	22,010	1849.....	520,242
1844.....	94,635	1850.....	913,682
1845.....	216,718	1851.....	1,084,553
1846.....	281,223	1852.....	920,113
1847.....	311,888	1853.....	953,110

LEAD.

This article has not, till the last year, attracted any attention among Chicago merchants. The near approach of the Galena and the Illinois Central Railroads to the lead mines of Wisconsin, has enabled some of the dealers in this important mineral to make their shipments by Chicago. The completion of the Illinois Central Railroad to Galena, on the first of September, 1854, will render this a most important article in the commercial statistics of the city.

The following table shows the receipts of Lead for the past year:

By Lake.....	Ds.. 109,150
Canal.....	1,206,604
Railroad.....	1,890,000
Total.....	3,253,753

The shipments were:

By Lake.....	lbs.. 3,100,970
Railroads.....	151,650
Total.....	3,252,620

The market for Lead is without much fluctuation. Prices have ranged from \$5.50 to \$6 per cwt. for pig, and 5½ to 7½ for bar.

FRUIT.

There is a large amount of Fruit of all kinds imported into this city. The quality and prices vary so much that it is impossible to give statistics that would convey any accurate information to persons at a distance. We receive apples, peaches, pears and plums from the central parts of our own State, from Indiana, Michigan, Ohio, and western New York. In a very few years the enterprising farmers of northern Illinois will be able to supply us with better Fruit than we can now procure. The "Western Fruit Growers' Convention," which met in this city in October, 1853, we think, fully demonstrated the important fact, that Illinois and Iowa can rear finer and finer fruits than can be produced in the Eastern States.

LAKE SUPERIOR TRADE.

So completely had our merchants been absorbed in business, and so thoroughly had their time and capital been occupied in the trade that came to their doors "without asking," that they never, so far as we know, bestowed a thought upon the Lake Superior mines till the last season. And even then, the opening of the trade with that region was a mere experiment. It oc-

curred on this wise. On the 1st of August the Garden City, a new and beautiful steamer, arrived here from Buffalo, to run on the western shore of Lake Michigan, between this city and Sheboygan, in opposition to Clement's line. An experience of two weeks satisfied her owners that this would not be a "paying business," and she was advertised, as a sort of experiment, to make a trip to the Saut. Ste. Marie. She left on the 12th of August, with a fair load of passengers and freight. We were assured by Capt. Crooker that in every succeeding trip, till the close of the season, he was obliged to refuse some of the freight that was offered.

The following table exhibits the shipments of produce and merchandise to the "Soo," up to the close of navigation:

Apples and Fruit, bbls..	150	Meal.....bags..	2946
do do ..sks..	10	Molasses.....bbls..	58
do dried.....bbls..	44	do ..hds..	2
Beans.....	99	Mdse.....pkgs..	1582
do ..bags..	58	Oats.....bush..	16492
do ..bush..	800	Oil.....bbls..	4
Beef.....	284	Oil Cake.....bbls..	22
Buffalo robes.....	1	Pickles.....	40
Butter.....firkins..	1016	Pork.....	1706
Corn.....bush..	6516	Rye.....bush..	575
Coffee.....bags..	46	Stoves.....No..	80
Eggs.....bbls..	1	Sugar.....bbls..	118
Flour.....	360	Sugar.....hds..	20
Glass.....boxes..	64	Sheep, live.....	26
Hams.....bbls..	116	Tea.....chests..	50
Hams.....casks..	4	Tobacco.....boxes..	48
Hay.....bales..	60	Tobacco.....bbls..	4
Hay.....tens..	12	Vegetables.....	134
Hogs.....dressed..	104	do ..bags..	1198
Lard.....bbls..	26	do ..hds..	14
Lead.....pigs..	25	Whiskey.....bbls..	18
Liquor.....bbls..	40		
Meat.....bbls..	156		

The Garden City was the first steamer to run regularly, or so far as we know at all, between Chicago and the Saut. Ste. Marie. Our merchants were greatly surprised at the result of "her experiment." We have already a line advertised by A. T. Spencer & Co., to run regularly twice a week during the coming season. Two boats will at first be put on, and more if necessary.

It needs but a moment's reflection to satisfy any business man that Chicago is the natural centre for the Lake Superior trade. We can supply the miners with their beef, pork, flour, coarse grains, and in fact provisions, hay, vegetables and live stock, cheaper than it is possible for them to purchase these necessities anywhere else. We cannot see that any other city upon the Lakes can possibly compete with us.

For several years previous to the fortunate "experiment" of the Garden City, the Detroit and Cleveland merchants in the Lake Superior trade would procure their supply of provisions here, have them shipped round to their own warehouses, and then reship them to Lake Superior, with freight and commissions added. Our Water street merchants will be apt to save them

any further trouble of that sort for all time to come. We have at least an equal chance with the cities on Lake Erie to supply the Lake Superior merchants with dry goods, as the freight upon them around to Chicago, when once they are loaded upon propellers, is not worth taking into the account. We need not stop here to speak of the importance of the Lake Superior mines to our manufacturing interests, as that has been noticed in another connection in this article. It will not be two years after the Saut. Canal is completed before our trade with Lake Superior will form one of the largest and most lucrative departments of our commerce. Propellers will then run direct from this city to all the ports on Lake Superior, and it is important for our merchants at once to make themselves thoroughly acquainted with the dealers of that region and the kinds of merchandise adapted to the wants of that market.

CONCLUSION.

It is scarcely necessary for us to recapitulate the facts which we have already stated. Business men will not be slow to draw their conclusions in reference to the prospects of Chicago. No one who has studied her unrivalled commercial position, and the richness, beauty and extent of the country by which she is surrounded, can doubt for a moment that Chicago, at no distant day, is destined to become the great Central City of the Continent. In the centre of one of the most fertile agricultural regions on the globe; surrounded by exhaustless mines of lead, iron, copper and coal; having a water communication with the Atlantic and the Gulf of Mexico, and holding the key to a coasting trade of three thousand miles, with more than a dozen railroads branching off for thousands of miles in all directions, every element of prosperity and substantial greatness is within her grasp. She fears no rivals, confident that the enterprise and energy which have heretofore marked her progress will secure for her a proud and pre-eminent position among her sister cities of the Union. She has to wait but a few short years the sure development of her "MANIFEST DESTINY."

RECEIPTS FOR 1853.

DESCRIPTION.	LAKE.	CANAL.	RAILROAD.	TOTAL.
Agr'l Impl'ts, pks..	5,832	.....	.....	5,832
ds..	.....	44,078	.....	44,078
Agr'l products.....	.....	93,006	432,690	525,696
Alc & Beer, bbls..	140	3	256	399
Apples,	10,009	.....	7,955	17,964
Arhea, ds.....	17,400	.....	967	18,367
Anchors, No.....	.....	26	.....	26
Bark, cds.....	710	.....	.....	719

Barley, bu.....	1,576	25 610	136,401	163,587
Barrels, No.....	9,633	8,761	18,394	18,394
Beans, bu.....	1,303	1,288	1,291	1,291
Beef, bbls.....	106	101	101	101
Brans & shorts, ds.....	2,928	46 104	1,239,165	1,239,165
Brick, No.....	2,764,614	33,800	2,798,414	2,798,414
Broom corn, ds.....	134,414	13,414	13,414	13,414
B. Wheat flour, ds.....	13,481	13,481	13,481	13,481
Buggies & Wag. ds.....	69	8	77	77
Buttr, ds.....	77,049	755,281	812,430	812,430
Butter, ds.....	4,601	4,601	4,601	4,601
Brooms, ds.....	2,928	2,928	2,928	2,928
Candles, ds.....	15,000	43,443	58,443	58,443
Castings, pkgs.....	2,635	2,635	2,635	2,635
ds.....	266,000	266,000	266,000	266,000
Ches., ds.....	8,100	826	35,639	41,665
Older, bbls.....	11	11	11	11
Coal, ds.....	72,705,000	4,300,500	234,000	77,005,500
Coffee, ds.....	108,651	108,651	108,651	108,651
Corn, bu.....	2,481,334	201,785	2,783,119	2,783,119
Cranberries, ds.....	1,200	11,180	12,380	12,380
Crockery crts. No.....	228	228	228	228
Chain cables, 10.....	10	10	10	10
Dried Fruit, ds.....	80,500	213,282	298,782	298,782
Eggs, bbls.....	2	2	2	2
Feathers, ds.....	7,456	7,456	7,456	7,456
Fish, bbls.....	7,112	3	7,115	7,115
Flax, ds.....	12,960	12,960	12,960	12,960
Flour, bbls.....	2,265	7,223	38,808	48,977
Fur & Bag & pk.....	1,691	1,691	1,691	1,691
ds.....	37,000	140,029	1,608,021	1,785,050
Fruit, ds.....	3,400	263,426	297,228	297,228
Furs & Peltries, lbs.....	3,200	49,516	88,544	88,544
Garden roots, ds.....	188,710	489,890	678,600	678,600
Glass, ds.....	303,150	14,220	317,37	317,37
Grass seed, ds.....	54,600	1,027,863	1,115,024	2,197,987
Grind stones, ds.....	85,918	85,918	85,918	85,918
Gas pipe, ds.....	270,000	270,000	270,000	270,000
Hair, ds.....	8,400	680	9,080	9,080
Hams & Bacon, ds.....	276,000	5,206,222	7,638	5,490,185
Hay, ds.....	15,000	494,500	609,500	609,500
Hemp, ds.....	852,080	852,080	852,080	852,080
Hides & Skins, ds.....	3,267	873,646	397,500	1,274,311
High Wines and.....	1,567	876	6,544	8,487
Whiskey, bbls.....	120,000	245,190	1,215,224	1,460,424
H. ps. Head & c.....	7,750	920	8,670	8,670
Hops, ds.....	16,200	16,200	16,200	16,200
Horns.....	33,875,880	3,886	2,350,416	36,226,212
Iron & Nails, ds.....	21,500	866,688	888,688	888,688
Lard, ds.....	39,133,116	108,150	1,589,009	39,133,116
Lead, ds.....	108,150	1,266,604	3,253,763	3,253,763
Lead pipe, sheet.....	15,450	131,121	147,071	147,071
and roll, ds.....	326,020	19,127	59,986	405,083
Leather, ds.....	225	469	1	65
Lime, bbls.....	327	70	427	427
Liquor, ds.....	22	22	22	22
Locomotives, No.....	191,878,111	54,615	10,167,352	202,101,478
Lumber, ft.....	10,000	37,073	47,073	47,073
Machinery, ds.....	2,739	2,739	2,739	2,739
Marble, pieces.....	1,636,000	7,400	1,643,400	1,643,400
Meat, ds.....	63,146	16,000	79,146	79,146
Medicine, pkgs.....	1,050,000	1,000	1,051,000	1,051,000
Medicine, ds.....	13,569,500	225,977	21,067,321	34,882,678
Milk, gals.....	115,000	2,194,978	25,278	25,278
Mill stones, ds.....	340	971,350	47,250	47,250
Molasses, ds.....	245	301,681	2,308,978	2,308,978
Oakum, bales.....	117	117	117	117
Oil, bbls.....	117	890	1,473,041	1,473,041
Paint, bbls.....	690	690	690	690
Pches, bks & bls.....	8,434,000	64,470	8,498,470	8,498,470
Pig iron, ds.....	1,280	16	1,302	1,302
Plasr & S'uc, bbl.....	24	11,191	11,200	11,200
Pork in bbls.....	2,637	13,194	3,045,924	3,045,924
Pork in hog ds.....	808,000	200	808,200	808,200
Potatoes, bu.....	402,471	402,471	402,471	402,471
Powder, ds.....	84,755	84,755	84,755	84,755
Posts, No.....	3,110	3,110	3,110	3,110
Pickets, ds.....	3,110	3,110	3,110	3,110
Provisions, ds.....	3,900	39,350	43,250	43,250
Piles, No.....	174,142	174,142	174,142	174,142
Rags, ds.....	24,004,000	82,192	24,286,792	24,286,792
R. R. Iron, bars.....	1,835,736	1,835,736	1,835,736	1,835,736
ds.....	4	4	4	4
Furnishg, ds.....	1,899	1,899	1,899	1,899
Resin, bbls.....	2	3,84	1,122	1,122
Rye, bu.....	332	332	332	332
Rope, coils.....	47,060	285	47,335	47,335
Salerates, ds.....	81,48	38	81,79	81,79
Salt, bbls.....	90,640	6,231	96,871	96,871
Salt, bgs.....	93,007,74	277,000	93,284,74	93,284,74
Shingles, bbls, ds.....	15,668	44,328	301,015	301,015
Shot, ds.....	218,000	218,000	218,000	218,000
Soup, ds.....	302,666	302,666	302,666	302,666
Steel, b's & slats.....	1,195	1,195	1,195	1,195
Steel, ds.....	54,000	54,000	54,000	54,000
Stone & Slate, ds.....	1,792,000	161,537	1,953,537	1,953,537
Stone dressed, 10.....	70,000	70,000	70,000	70,000
Stone ware, ds.....	100,000	100,000	100,000	100,000
gals.....	47,500	47,500	47,500	47,500

Stone ware, pcs.....	3,708	3,708	3,708	3,708
Stvs & H'ware, ds.....	2,227,02	1,389	360	2,629,401
Sugar, ds.....	149,100	9,228,080	4,254,000	13,661,180
Starch, ds.....	35,000	210	35,200	35,200
Staves, No.....	2,110,539	2,110,539	2,110,539	2,110,539
Stallow, ds.....	13,800	5,013	18,813	18,813
Tar, Pitch.....	489	300	789	789
Turpentine, bbls.....	320	320	320	320
Tierces.....	4,558,326	80,220	4,638,546	4,638,546
Timber, ft.....	1,600	522,534	508,534	508,534
Tobacco, ds.....	175,232	175,232	175,232	175,232
Teleg. poles, No.....	3,470	3,470	3,470	3,470
Trees, No.....	7,750	7,750	7,750	7,750
Vinegar, bbls.....	205	12	217	217
Water lime, bbls.....	6,510	137	6,647	6,647
Wheat, bu.....	62,031	252,103	974,251	1,380,485
Wheel barrows.....	500	500	500	500
White lead, ds.....	157,451	864,210	1,021,660	1,021,660
Wine, bbls.....	35	35	35	35
Wood, cbs.....	12,000	12,000	12,000	12,000
W'den ware, pcs.....	42,753	42,753	42,753	42,753
ds.....	38,000	38,000	38,000	38,000
Wool, ds.....	69,700	392,173	568,727	1,030,600
Water pipe, pcs.....	7,644	7,644	7,644	7,644
Articles not enu.....	2,320,000	2,320,000	2,320,000	2,320,000
merated, ds.....	30,600	2,256,517	3,741,550	6,028,667

LIVE STOCK.

Car Loads.....	244	244	244	244
Cattle, head.....	91	265	356	356
Horses.....	51	953	953	953
Hogs.....	13,194	13,194	13,194	13,194
Sheep.....	2,085	2,085	2,085	2,085

SHIPMENTS FOR 1853.

DESCRIPTION.	LAKE.	CANAL.	RAILROAD.	TOTAL.
Ag'l Impl's No.....	351	.....	.....	351
ds.....	713,287	.....	.....	713,287
Ag'l Products.....	15,512	105,742	121,574	121,574
Ale and Beer, bbls.....	68	41	182	291
Apples, bbls.....	785	.....	123	908
Ashes, ds.....	41,000	45,820	506,100	592,920
Bark, ds.....	516,100	40,327	124,275	680,702
Barley & Mail, bu.....	3,421	3	132	3,556
Beans bu.....	04,304	119	16	4,439
Beef, bbls.....	5,500	.....	5,500	5,500
tees wax, ds.....	3,100	130,447	133,447	133,447
Bran and Shorts.....	6,900	6,900	12,400	12,400
Brie, No.....	2,022	2,022	2,022	2,022
Buggies & Wag'ns.....	407	407	407	407
ds.....	466,865	466,865	466,865	466,865
Butter, ds.....	5,580	71,188	377,888	377,888
Candles, ds.....	450	450	450	450
Castings, pkgs.....	12	2,097	30,573	32,682
Cheese, ds.....	81	81	136	298
Cider, bbls.....	2,300	769,645	4,856,119	5,925,764
Coal, ds.....	619	619	619	619
Coffee, ds.....	2,739,552	25	40,676	2,780,253
Corn, bu.....	1,200	1,200	1,200	1,200
Cotton, raw in bales.....	1,129	1,129	1,129	1,129
Cranberries, ds.....	177	177	177	177
Copper, pieces.....	7,525	7,525	7,525	7,525
Dried Fruit, ds.....	48,260	56,276	104,478	104,478
Eggs, bbls.....	1,121	7	1,128	1,128
Feathers, ds.....	1,381	1,381	1,381	1,381
Fish, bbls.....	70,984	1,107	2,099	72,190
Flour, bbls.....	264	264	264	264
Fur & Bag & pkgs.....	828,468	828,468	1,656,274	1,656,274
Furs & Peltries, pks.....	2,488	2,488	2,488	2,488
ds.....	152,775	152,775	152,775	152,775
Fruit, ds.....	109,793	109,793	109,793	109,793
Garden Roots, ds.....	174,640	174,640	174,640	174,640
Grass seed, ds.....	1,369,350	29,341	756,378	2,155,069
Grind stones.....	141	141	141	141
Ginseng, bbls.....	71	71	71	71
Hair, b'ies.....	96	96	96	96
Hair, ds.....	58,735	58,735	58,735	58,735
Hams & Bacon, ds.....	8,554,590	5,225	706,313	9,266,318
Hay, bales.....	39,000	39,000	39,000	39,000
Hemp, bales.....	3,957	3,957	3,957	3,957
Hemp, ds.....	300	300	300	300
High wines and.....	5,273	816	938	7,027
Whiskey, bbls.....	21,050	21,050	21,050	21,050
Hoop & Heading.....	26,871	26,871	26,871	26,871
Hops, ds.....	19,700	62,646	82,145	82,145
Horns & H'ofs, ds.....	62,440	62,440	62,440	62,440
Hides & Skins.....	57,501	57,501	57,501	57,501
ds.....	1,105	1,105	1,105	1,105
Iron & Nails, ds.....	2,154,477	6,007,496	8,221,963	8,221,963
Lard, ds.....	1,840,000	1,840,000	1,840,000	1,840,000
Lath, No.....	11,279,938	6,068,906	17,438,866	17,438,866

Lead, ms.....	3 100,990	151,660	3 252,650	Salt, bbls.....	1,243	24,404	12,174	37,920
Lead pipe, sheet				Salt in bags, ms....		29,515		219,515
and roll, ms.....	7,500	540	7,940	Shingles, no.....		50,900,300	20,542,250	71,442,550
Leather.....	270,500	145,281	7,765	bolts, cds.....		290		290
Lime, bbls.....	43	1,417	640	Soap, ms.....		2,058		2,058
Liquor, bbls.....	845	748	1,593	Steel, ".....		47,313		47,313
Lumber, ft.....	149,000	58,026	658 30,784 292	Stone, cds.....		26		26
Machinery, ms.....		830,642	830,642	" ms.....	240,000		373,112	613,112
Marble, pcs.....	330		320	" dressec, ms.....		160		160
" ms.....		861,981	861,981	Stvs & H'ware, ms.....		3,444,382	11,849	2,456,231
Meal, ms.....	353,600	2,004	816	Sugar, ms.....		40,940		40,940
Muze, pkgs.....	16,633		16,633	Slaves, no.....		240,708		240,708
Mills, ms.....	17,640,000	2,771,000	94,785 354 123,207 050	Tallow, ms.....		539,900		540,469
Millstones, ms.....		15,800	24 705	Tar, Pitch and				
Molasses, ms.....		20,761	20,761	Turpentine, ms.....		13,585		13,585
Oats, bu.....	1,633,842	483	114,168	Timber, ft.....		218,853		218,852
Oil, bbls.....	107	215	322	Tobacco, bbls....		20		20
Oil Cake, bbls....	3,020		3,020	" ms.....		125		125
" ms.....	126,000		126,000	Varnish, ms.....		82,413		82,413
Paint, ms.....		15,752	15,752	Vinagar, bbls....		4,998		4,998
Pig Iron, ms.....	2,832,000	273,334	114,200	" bbs.....		280		280
Plaster & stuc, ms.....		355,164	355,164	Water lime, bbls..		106		163
Pork, bbls.....	27,814	343	1,647	Wheat, bu.....	1,206,163	1,618	102,267	1,310,048
Pork in Hog, ms....	26,000		194,916	White lead, ms.....		11,625		11,625
Potatoes, bu.....	878	92	35	Wooden ware, ms..		2,292		2,292
Powder, ms.....		379,924	379,924	Wool, ms.....	953,100	444	74,149	1,027,683
Posts, no.....		51,566	51,566	Other articles not				
Posts, cds.....			1,374	enumerated, ms.....		459,160		459,160
Provisions, ms.....	923,000	700	923,700					
Rags,	2,500		2,500					
Railroad Iron, ms.....		19,361 766	19,361 776					
R. R. furnish's, ms..	40,000		3,514					
Resin, ms.....		15,200	15,200	Cattle.....	117		2,540	2,657
Rope,	40,000		40,000	Horses.....			170	173
Rye, bu.....	81,584		568	Hogs.....	1 548		2,793	4,341
Saleratus, ms.....	2,300	74,584	76,784	Sheep.....	36		138	174

LIVE STOCK.

NOTE.

The past has been an eventful Summer for Chicago. The Spring opened with an unusual degree of prosperity. Improvements of all kinds were going forward with great rapidity, and business of all kinds was very active. So healthy was the city that the Board of Health had not thought it necessary to make regular reports.

The week succeeding the Fourth of July was excessively hot, and on Friday, Saturday and Sunday, July 7, 8, and 9th, the cholera came upon us like a thunderbolt. The most extravagant stories were widely circulated in reference to its fatality in the city; a portion of our citizens, without stopping to investigate the facts, fled in "hot haste," and for a week or two everything was at a stand.

When time had been allowed to investigate the facts, it was found that Chicago had not suffered so much from the disease as some other neighboring cities. The reports of the City Sexton showed that the total deaths on the days above named had averaged only from *forty to forty-four*, and *thirty-six* was the highest number that had died of cholera on either of the days above named. During several of the succeeding weeks the deaths by cholera averaged from twelve to twenty. This, for a city of seventy thousand inhabitants, is not a large mortality. When the statistics for the year are made out, we are satisfied that Chicago will fully maintain the position she has heretofore acquired, of being one of the healthiest cities in the Union.

By the first of August business began to revive, and it has been steadily increasing, till we now find our streets crowded to overflowing. Our merchants, our mechanics, and manufacturers of all kinds have all the business they can possibly do. Let those who love to work, and who know how to do it, come to Chicago. There is not a spot in the wide world where honest industry is so sure of a competence—we might say, a fortune. Our railroads are pouring an immense flood of trade and travel into the city, and Chicago is making rapid progress in wealth, population and substantial improvement. Our best informed men are satisfied that the coming new year will find at least eighty thousand people in Chicago, and by another year from that time the footings will be very handsomely beyond a hundred thousand.

We owe an apology to our friends for delaying this edition to so late a day in the season. The truth is, our job office has been so crowded with work that it was impossible to get anything done for ourselves. Our presses now run by steam, and we have otherwise largely increased our facilities to meet the wants of our growing city. The public may rest assured that no effort shall be spared by the Editors and Proprietors of the *Press* to advance the interests and secure the commercial supremacy of the Empire City of the Mississippi valley.

CHICAGO, Oct. 7th, 1854.

JAMES H. REES.

SAMUEL H. KERFOOT.

REES & KERFOOT, LAND AGENTS, Real Estate and Stock Brokers, NO. 48 CLARK STREET, CHICAGO, ILLINOIS,

WILL ATTEND TO THE

**PURCHASE & SALE OF REAL ESTATE,
PAYMENT OF TAXES,
EXAMINATION OF LANDS, INVESTIGATION OF TITLES, &C.,
IN
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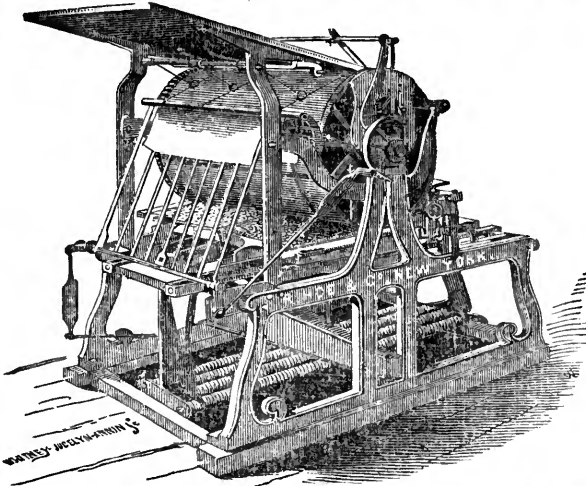
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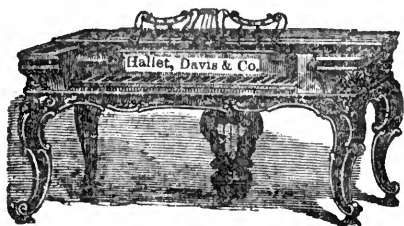
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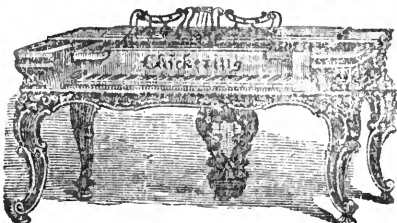
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From the Daily Press of August 23, 1854.

The newspaper has become the great living voice of the present, through which it gives utterance to its wants, its opinions, its commendations and censures, its sorrows and its joys, its triumphs and defeats, its fears and its aspirations. It is the medium through which are configured within the field of vision all things both distant and near in point of space; and it is the magical mirror in which the past is daily pictured, the present daguerreotyped, and the future presented in long-drawn perspective. Weak and comparatively insignificant in its beginning, it has grown to be the controlling power in the nation. It is, in fact, the universal law-giver of the country, pushing its power into every domain of human life—into its politics, its religions, its social and domestic affairs, its public and private economies, its arts, its sciences, its professions, and its trades—ruling as the competent and rightful monarch of all. Such is the newspaper in the age in which we live—such its influence, its potent sway, its power for right or wrong, its unnamable and not to be estimated responsibilities.

The *Democratic Press* was established September 16th, 1852. It commenced with a list of something over one hundred subscribers to the daily edition, and of about two hundred and fifty to the weekly. Without any special effort to procure subscribers, except so far as laboring assiduously to make it the best paper in the country may be regarded as a special effort, our list has constantly increased, until now (August 21st) we have a daily circulation of 2,064, and a circulation of our weekly edition of 4,080. Within a few months past, to answer an unmistakable and rapidly growing want along the lines of our railroads, we also commenced the issue of a tri-weekly edition, of which we now circulate within a fraction of 200 copies. This makes our total issue per week 16,968, and per year, 882,336 copies. But to give a more correct idea of our business, in all its departments, we will lay before the reader some facts connected with the actual cost at which it is sustained. And first we will present a tabular statement of the operative force employed in it:

Editorial Staff.....	4
Traveling and Local Correspondents.....	5
Foreman, Newspaper Office.....	1
Compositors, Newspaper Office.....	8
Boy, Newspaper Office.....	1
Proprietor and Foreman, Job Office.....	2
Compositors and Pressman.....	8
Boy.....	1
Foreman and Assistant Press Room.....	2
Feeders.....	6
Engineers.....	2
Accountant.....	1
Mailing Clerk.....	1
Collectors.....	2
City Carriers.....	6
Total.....	50

When we add that nearly all of the above are heads of families, it will be seen that quite a respectable army derive subsistence, and several

of them are growing up to substantial independence, through the success of the *Democratic Press*.

Our Job Office occupies two rooms—one 18 by 70 feet, the other 18 by 54 feet. These rooms are fitted up and stocked with all the various material requisite for a first class book and job office. The visitor will find in them, in addition to an endless variety of type and ornaments, two beautiful power presses, one of Hoe's manufacture, the other of Adams', driven by a steam engine placed in the Press Room below, and which are employed solely for book and job work. Beside these, he will observe in active operation, one Foster's Washington Mammoth Hand Press, Hoe's Washington Medium ditto, Taylor's Imperial ditto, Taylor's Medium ditto, and Hoe's Card Press—in all seven presses. It is rare, indeed, that any one of these ever has the opportunity of standing idle, and when it does it is not from the want of business, but of hands. If the visitor has time he will be interested in examining various splendid specimens of printing which have been executed in this establishment, and in every part of it he will be more than delighted in witnessing the efficiency with which work is turned out.

Passing out of the rooms devoted to this branch of business, we descend a stairway and enter the Press Room. Here the uninitiated visitor will find much to excite his wonder and admiration. The room is 18 by 70 feet, and contains one of Hoe's large Cylinder Presses, and one ditto of Adams'. These two presses are kept running constantly, from 1 o'clock Monday morning until 12 o'clock Saturday night, employing two foremen, four feeders and two engineers, who alternate with each other once every twelve hours. During a portion of the time since they were put in operation, we have printed upon them of dailies, tri-weeklies, weeklies, monthlies, &c., twenty-one different issues. But our own issues having largely increased, as well as some of those which we print for our neighbors, we find that seventeen different editions are as much as our presses can turn out.

These seventeen different papers, aside from the extra editions printed, give, in round numbers, 12,807 sheets printed per day—76,842 sheets per week, and 3,995,784 sheets, or 7,991,568 impressions per year! Here is a fact which it may be profitable for all classes of people to consider; but we cannot stop for that purpose now.

These two power presses, as well as the two in the job room above, are driven by a steam engine which we regard as one of the most perfect specimens of mechanical ingenuity and skill we have ever seen. When we established ourselves in our present business, we purchased an engine which we regarded as amply large to do any amount of printing that we should be called upon to execute, at least until the engine should wear out. But so much had our business increased, we had to supply its place with a larger one before the end of twelve months, and this second one, which we thought surely would do, we have had to throw out before it is twelve months old, for the same reason that we did its predecessor. In this emergency we applied to our friend H. P. Moses, as the very man most likely

to afford us the relief our condition required. We told him and his accomplished foreman, N. Wiard, what we wanted, and it is but poor praise to say that our wishes have been met in every particular. The engine is capable of being worked up to twenty-five horse power, and will run sixteen presses such as we have described above. If we have not over-estimated the growth of our city and country, we shall want all of that number before our paper is five years older. Since this engine has been running, hundreds of visitors have looked at it, and, without a single exception, each has awarded to it the merit which is claimed for it above. We could not conceive of anything more beautiful, both as respects the arrangement and proportion of its parts and the perfect finish which is every where visible, and the smooth, even and noiseless manner in which it does its work. We regard it as a feather in the cap of Chicago that she can show so admirable a specimen of mechanical perfection as this same engine, built at the machine shop of J. P. Moses. The boiler is of the locomotive character, built of Lake Superior iron, by our friend C. Reissig, one of the best mechanics in the city, and is, in every sense, worthy the engine which it accompanies.

Having feasted his eyes upon the many things we have noticed above, and upon the many more which we have not noticed, the visitor, having got away from the clanking and rattling of the presses, involuntarily says to himself, "Who would have thought it? Who could have supposed that a place which but twenty years ago was merely an Indian trading post, would so soon furnish business for so large an establishment, costing so much, and whose daily expenses must run up to a high figure?" Seeing him wearing a puzzled look as he speaks of the "daily expenses" of our establishment, we will relieve him by presenting a few statistics under that head. Here is what we paid during the last twelve months for the simple item of gas-light—an item, by the way, which had not occurred to our visitor:

Gas bill for year ending July 1st.....\$409 54

But that is a very small and insignificant item; so we proceed to state that our books show the expenses of the establishment during the year closing to-day, including labor, cost of white paper, fuel, lights, insurance, interest on capital employed, wear of material, &c., &c., to have been as follows:

Expenses per day.....	\$121 11
" " week.....	724 66
" " year.....	37,563 32

Our white paper alone, not including the large amount used in the jobbing department, costs us \$20.43 per day, \$176.58 per week, and \$9,192.16 per year. This item will cost us a vast deal more money next year, if we may judge from the manner in which our subscription list is increasing.

We might particularize to almost any extent, but the above will accomplish the object we had in view, viz: to convey some adequate idea of the rapid growth and magnitude of the newspaper business of our city and of the West. We have only to add to what has gone before, that the receipts of our establishment have, in addition to meeting all expenses, furnished us the very best reason for being satisfied with our business.

Third Volume---New Arrangement.

From the Daily Press of Sept. 16th, 1851.

We have the pleasure of announcing to our readers and friends generally, that we have taken into our firm Mr. BARTON W. SPEARS, late of the *Ohio Statesman*. The arrangement is one that we have long desired to make. Our business has grown upon our hands far beyond anticipation, and neither of the original proprietors being a practical printer, it became obvious, long since, that to fully complete our establishment, the co-operation of another man competent to direct the operative portion of it was absolutely essential. This we should have secured long since, but a difficulty met us at the threshold which we could not at once surmount. There are thousands of good printers to be had, but we wanted something more—we wanted executive and business talent, as well as practical skill, and all these are not often combined in the same person. After extensive correspondence and repeated interviews with some of the most successful publishers of the country, we became satisfied that Mr. Spears was the man we wished, provided we could make a satisfactory arrangement with him. This we have at length accomplished, and we can very confidently assure our patrons that it will prove eminently satisfactory to them as well as advantageous to ourselves. We shall have more leisure to devote to the business of editing, while his attention to the arrangement and execution of the mechanical department will insure to readers a sheet of unexceptionable appearance.

Mr. Spears is a thorough master of his art—a man of great energy and indomitable perseverance. He is perfectly at home in his knowledge of all the machinery of a first class modern steam printing establishment, and under his superintendence we shall fear no competition, either as respects the excellence of our work or the promptness with which it shall be executed. Our Michigan friends will recognize in Mr. Spears an old acquaintance, for many years one of the editors and proprietors of the *Monroe Commercial*, a leading and influential organ of the Democratic party; and they will doubtless be pleased to learn, that while they have lost a good citizen and earnest advocate of genuine democracy, he has placed himself in a wider sphere of usefulness, where he can exercise, to the fullest scope, those qualities which rendered him a favorite at home as well as a successful business man.

In entering upon a new volume, we deem the occasion a fitting one to offer our heartfelt thanks to the many friends and patrons of the *Democratic Press*, for the favor with which they have uniformly received our efforts to serve them in the capacity of public journalists. We can, and do assure them, that neither effort or expense shall be spared to make our paper a truthful exponent of the great and growing West. Already, we are proud to say, it is generally recognized as a medium through which the leading minds of the country give expression to their views upon the various topics connected with the important interests which are springing up in our midst. To maintain the character already gained, in this regard, shall be our highest pride, and shall command our best and constant efforts.

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SEE PAGE 74.